VOL. CCXVI, No. 2822
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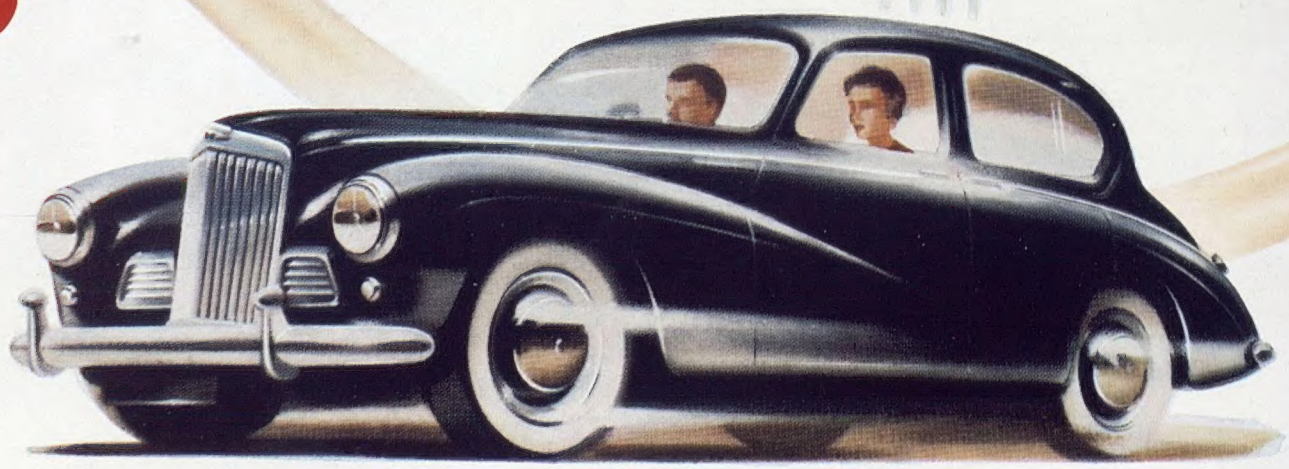

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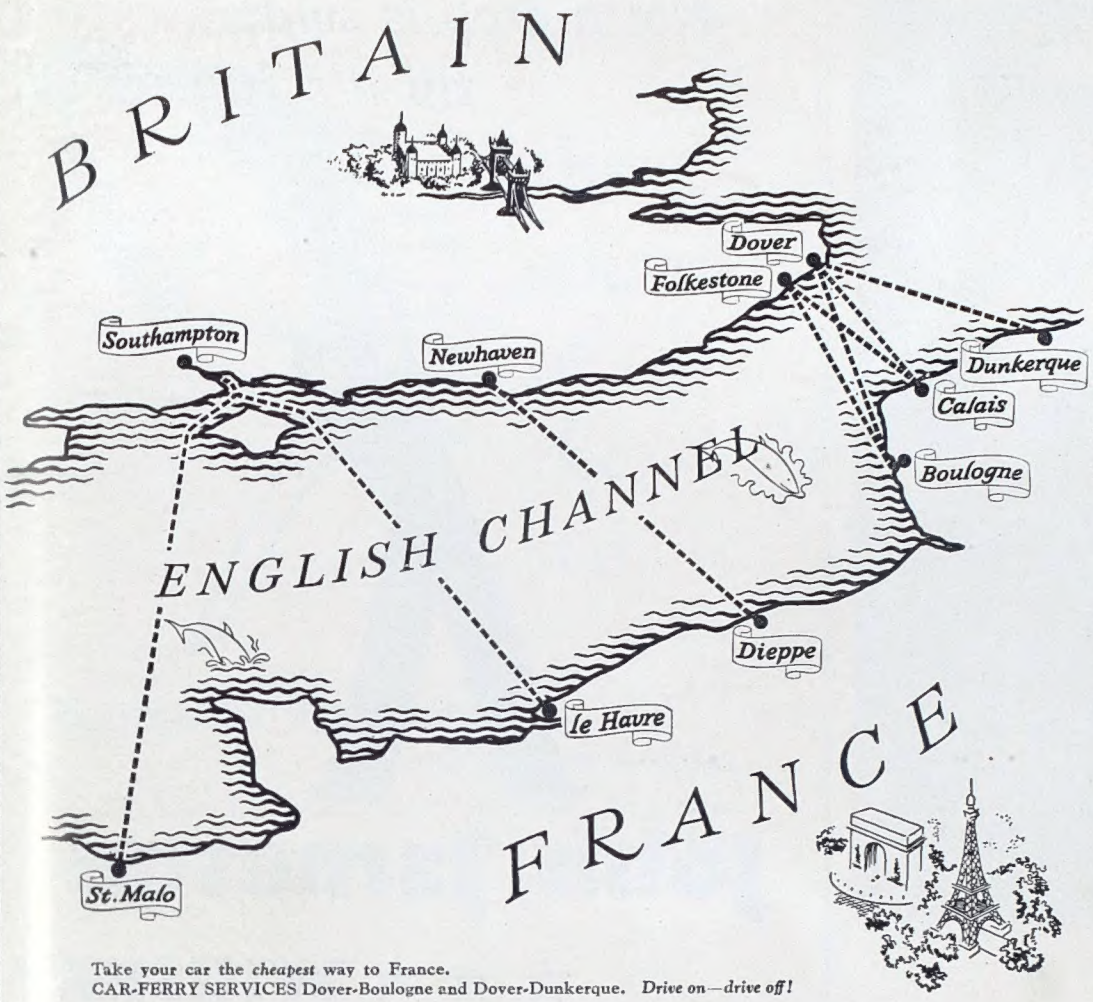

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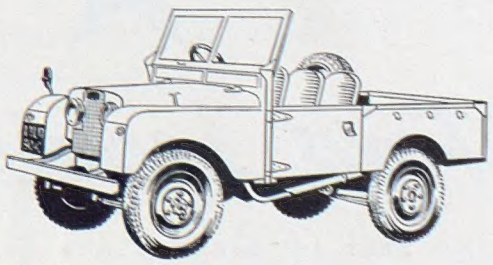
LAND-ROVER

new 86″ wheelbase



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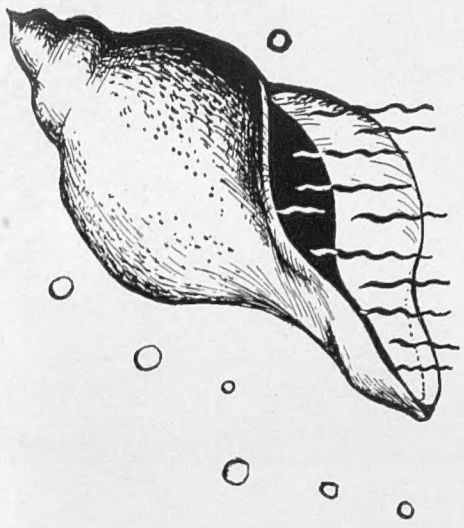

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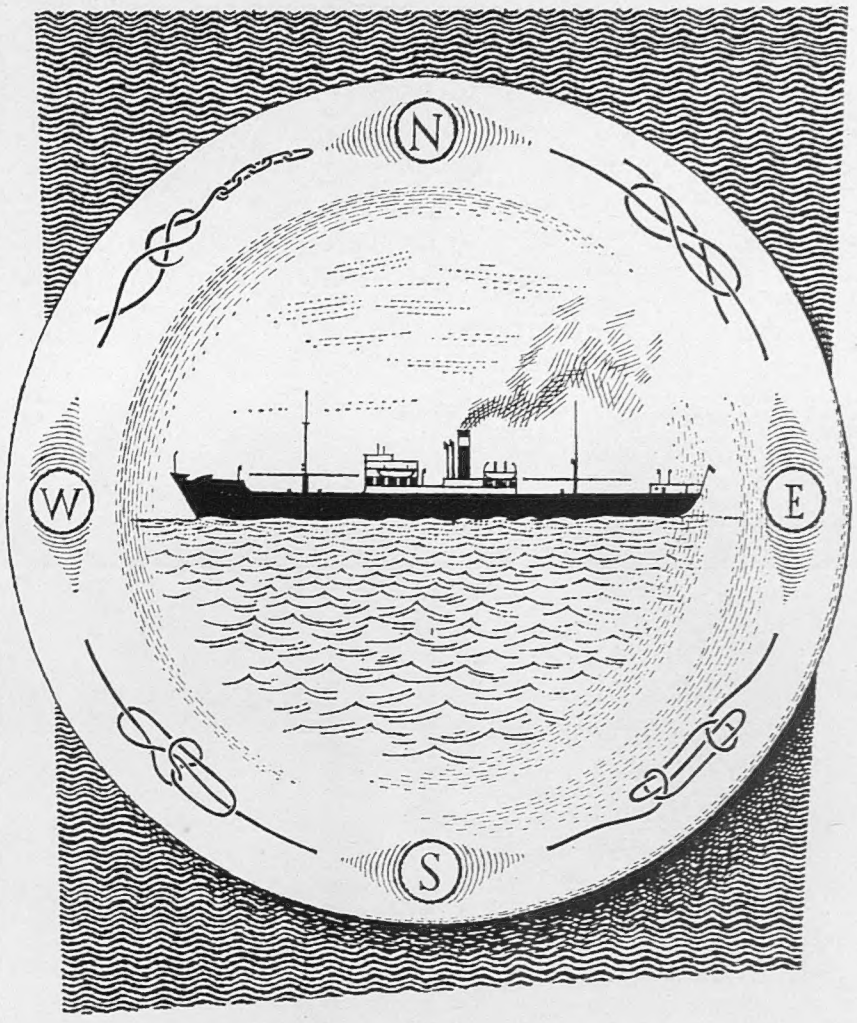

SHIP'S PLATE

"It'll sink," they said, when the first iron ship was launched. But it didn't.

Iron was eventually superseded by steel for ship construction and today in shipbuilding more steel plates are used than in any other industry. Usage of steel plate in other directions is, however, developing fast. Since the war, nearly all railway wagons have been largely built of steel plate. The movement and storage of oil calls for immense quantities for storage tanks, pipe lines, road and rail tankers and tanker ships. Tanker ships, which require proportionately more plates than any other ships, now form about 50 per cent. of our shipbuilding output.

These are some of the reasons for the great rise in the demand for plates and why production has been increased from 1,633,000 tons in 1946 to at least 2,400,000 tons in 1953.

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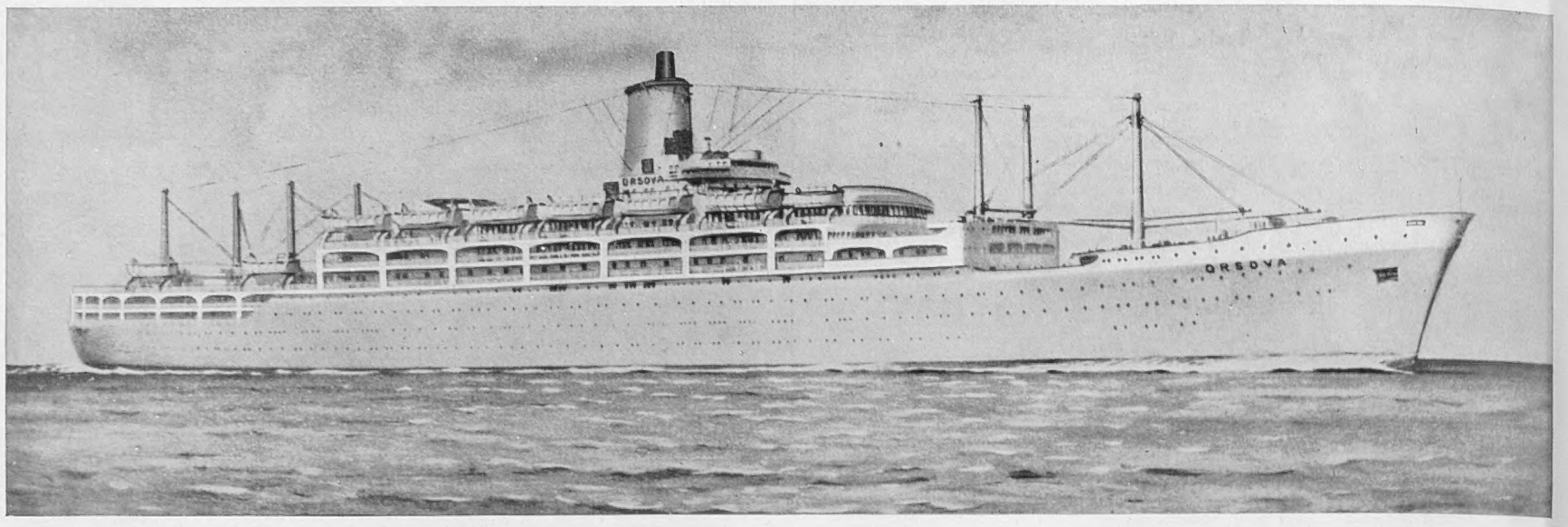

ORAMA (1924)
OTRANTO (1925)
ORFORD (1928)
ORONTES (1929)
ORION (1935)
ORCADES (1937)
ORCADES (1948)
ORONSAY (1951)
ORSOVA (1954)

T.S.S. ORSOVA latest of the Orient Line fleet, will shortly make her maiden voyage. She and her eight sister ships have been built by Vickers-Armstrongs Ltd. during their 30 years' association with the Orient Steam Navigation Co. Ltd.

VICKERS-ARMSTRONGS LIMITED *BARROW-IN-FURNESS*

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DECORATION

on the

s.s. "ORSOVA"

under the direction of Brian O'Rorke, Esq., A.R.A., F.R.I.B.A., Architect

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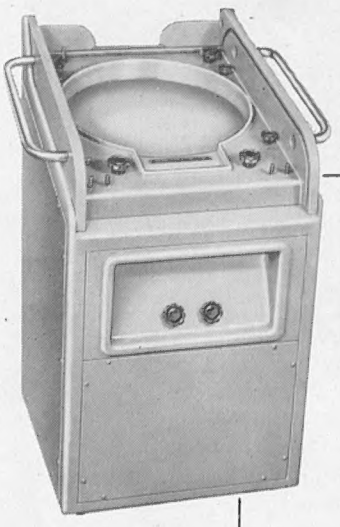
1st BRITISH MARINE RADAR *with 15" Display*

has been chosen for the 'Orsova'



Showing the way with a major development—as in 1950*—Marconi Marine have provided the 'Orsova' with the first British marine radar with a 15-inch display. With this special 15-inch "Radiolocator" and its additional 9-inch remote display, the 'Orsova' has one of the finest radar installations afloat today.

** In 1950 Marconi Marine were first to introduce automatic pulse-switching in British marine radar.*

In accordance with usual practice the Orient Line has specified a comprehensive range of Marconi Marine equipment comprising:

"WORLDSPAN" main transmitter with automatic keying device.
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Volume CCXVI No. 2822 The SPHERE, London, March 13, 1954

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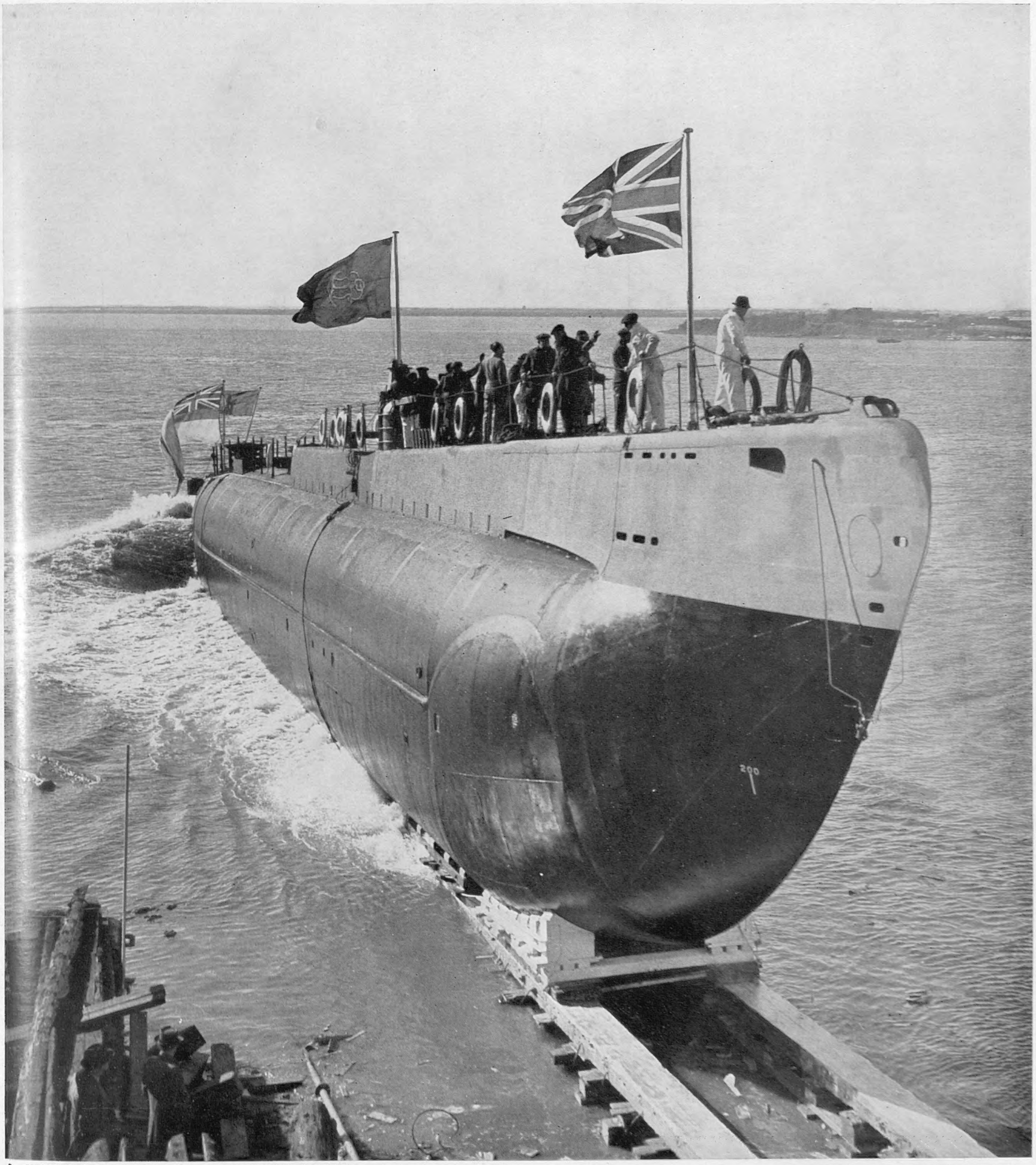


A NEW DEVELOPMENT IN SUBMARINE BUILDING—THE LAUNCHING OF THE "EXPLORER," BRITAIN'S FIRST SUBMARINE DRIVEN BY HYDROGEN PEROXIDE: H.M. submarine *Explorer* sliding down the ways after the launching ceremony had been performed at the Vickers-Armstrongs new submarine yard at Barrow-in-Furness by Lady Reid Young, wife of the Company's chairman. In the new vessel, hydrogen peroxide replaces oxygen as the necessary element for combustion, thus enabling great distances to be covered without surfacing. It is believed that the *Explorer* is at present the fastest submarine in the world.

A considerable advance in submarine construction was made public when the submarine *Explorer* was launched from the Vickers-Armstrongs yards at Barrow-in-Furness. She is the first British submarine to be powered by engines using the high-test peroxide system. This gives her a submerged speed of more than 20 knots, and enables her to travel underwater for great distances without surfacing. There is no need for a Snort intake, and the traditional conning tower is dispensed with. The *Explorer* is 225 ft. 6 ins. overall, and has a beam of 15 ft. 8 ins ; she is fitted with the latest escape gear. The development of the new vessel followed research into the use of peroxide by the Germans in submarines and flying bombs during the last war. The *Explorer* was launched from the new submarine yard at Barrow. Prefabricated sections of new boats are brought out of the building sheds and are then welded on the slipways.

Postage—Inland, 2d. ; Canada, 1½d. ; Elsewhere Abroad, 2½d.

SCOTTISH TWIN SONS COME OF AGE

THE TWIN SONS OF THE FIFTH MARQUESS AND MARCHIONESS OF BUTE CELEBRATE THEIR TWENTY-FIRST BIRTHDAY: The Earl of Dumfries (left) and Lord David Crichton-Stuart are seen with their parents and sister, Lady Fiona Crichton-Stuart, on the occasion of their coming of age. The Earl was born just twenty minutes before his twin brother. To mark the birthday, the Royal and ancient burgh of Rothesay made the twin brothers honorary burgesses "in recognition of the old and friendly ties uniting the Burgh and the House of Bute." The tradition of conferring the freedom on the Bute family has existed for hundreds of years, in fact, said the Earl at the ceremony in the Council Chamber of the municipal building, "since Rothesay was no more than a small town grouped around the castle walls." Later the Provost, magistrates and councillors of Rothesay attended a luncheon party given by the Marquess and Marchioness of Bute, and in the evening a house-party attended the lighting of bonfires on the island. During the week following their birthday the brothers received presentations from the tenantry and local organisations.

"A GREAT AND MEMORABLE OCCASION": Watched by the Earl of Dumfries, Lord David Crichton-Stuart receives his casket containing the freedom scroll from Provost J. H. Shaw, of Rothesay. The Earl's burgess ticket was enclosed in a silver-framed sporran of white baby seal.

THE PROVOST CALLS ON THE TOWN CLERK OF ROTHESAY TO READ THE BURGESS TICKETS OF THE TWIN BROTHERS: From left are the Marchioness of Bute; the two brothers; the Provost; the Town Clerk, Mr. A. Lindsay; the Marquess of Bute and the Senior Baillie, J. McCallum.

RATES OF SUBSCRIPTION TO "THE SPHERE."

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

195–198, STRAND, W.C.2.

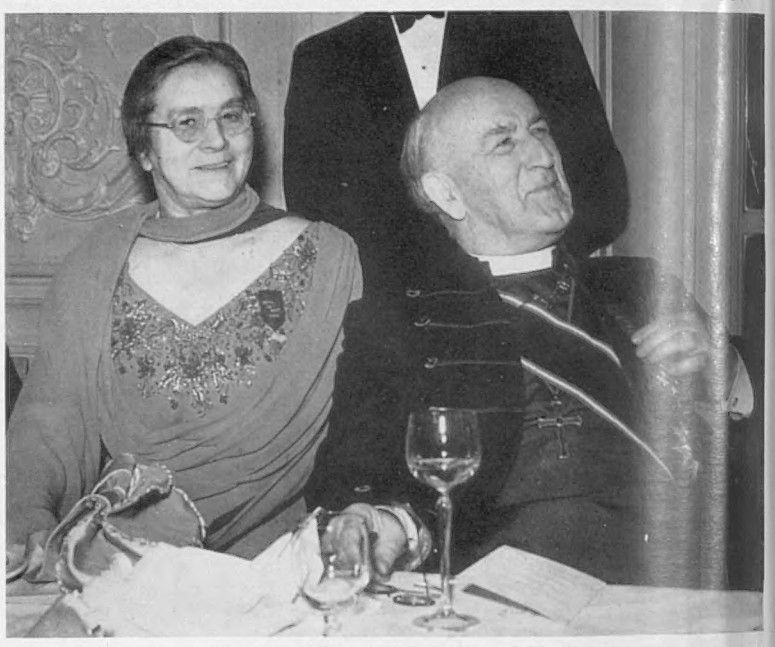
Stalin Died a Year Ago.—"Don't look back." The earthly hopes men set their hearts upon wither all too soon and look foolish amid the new green of fresh hopes. Is it possible that it is only a year since all the world was building new hope on the new regime in the Kremlin, is it possible that "business done" in this troubled world since the beginning of last March is but the little handful of star-dust which we ruefully and without much enthusiasm sift for specks of gold-dust? Ruefully indeed if our memory goes back to Hitler's death and we sift the star-dust accumulated since 1945 for some permanent assets and gains. All the world over, Amurath to Amurath has succeeded, the sickening technique has gained, not lost, practitioners. The cold war is still war, if no colder or warmer. The treaties made are disregarded, the treaties promised are unfulfilled. Defence still lags behind, aggression still presses forward. We have talked and talked and nearly talked ourselves out. And still we talk—and hope. No doubt, at last the sword outwears its sheath. Balanced minds read a better result in humanity's balance sheet. There are items to be seen on the credit side, in small print, if you put on your spectacles. The world's rickety old flivver drives on, but one day it will give its last stutter. But surely Stalin died years and years ago, measured at least in words spoken.

Ups and Downs in Egypt.—No doubt it is a confession of insularity to admit that Egyptian politics are for me a riddle of the Sphinx, and that nothing I have read about the ruling class or the Army chiefs in Egypt since World War II has endeared the Egyptians to me individually or in mass. Certainly they seem to have a taste for intrigue, and they have often proved themselves experienced patrons of assassins and saboteurs, while their "students" lead the student world in trouble-making. In fairness to the Junta which upset the regime of Farouk, it may well be that their *coup d'état* was not designed to set up a dictatorship. Nevertheless, every clique which gains power by a *coup d'état* shares many of the discomforts which attend the dictator. In the race for power, each runner must always be looking over his shoulder. We have watched the Egyptian Grand National from a distance. We thought at first that Neguib had come down at the "Canal turn," but he 's up again and has passed Nasser again, to the delight of the crowd, though Nasser is still running strongly. Fashions come and go, and the dictatorship fashion has had a long run since the Russian revolution of World War I. Many of these forcible assumptions of power by sudden liquidation of the old regimes have had long and successful runs, and made fearful impacts on world history; others have been flashes in the pan. But with all of them, whether staged in a colony of apes, bears, lions or tigers, there are invariable and continuous internal features, borrowed from the Thieves' Kitchen. The leader or dictator is never safe. He can never trust even his intimates and fellow-conspirators. He must for ever keep his place and public popularity by offering juicy nationalistic carrots to the people whom he has "liberated" until public opinion forces him to accept as policy what he devised as a mere expedient, a vague promise of good things to come. And for ever he must screen his bodyguard to protect himself from plot or assassin's dagger and organise a secret police to inform him of the intrigues of his "trusted lieutenants." There must be blood purges at frequent intervals and no one can ever be "safe." So Trotsky found and Lenin and Stalin, Mussolini and Hitler, and the little fry, Mossadek and the rest, and now Neguib. Here are plenty of warnings to those who grasp power by force, suggesting that this fashion may die out like *diavolo* and other devilish games. These dictators are all such wonderful fellows on the morrow of their successful coups. They bring "hope of better times" not only to the native asses who bray out their triumphs, but to the international "asses" who judge of them through their own ambassadors and personal "fact-finders."

The Crimes of Nationalism.—The ugliest words in our language to-day are perhaps nationalism, freedom, liberation. We should indicate them with the dots and dashes formally used to represent the vulgar words now in everyday use in "literature." For these once noble words indicate that those who fight for freedom are too often the last to deserve it, and those who wish to run their countries without interference have not yet learned the ABC of the first lesson, that he who would rule must first discipline himself. The same words are connected in the minds of civilised countries with murder, sabotage, rioting, intrigue, treachery, suspicion and all the techniques of the criminal under-world. The Sudanese who fight for independence reveal at once the use they will make of it. The select band who made their gesture for the independence of Puerto Rico have no more sense than monkeys; if they suppose that the mass wounding of members of the U.S. Congress will advance their national aims. These self-appointed patriots are the worst enemies of their own nations, as the Governor of Puerto Rico was quick to acknowledge. When in history has political assassination as an alternative to constitutional methods ever advanced a national cause or gained any permanent good to the nation in whose name it was done? And what results have come from the rioting and mob violence of "students" and parties and cliques but the setting-up of ephemeral dictators whose notions of freedom and how to achieve it are as vague as those of the men who sweep them to power, and who, in self-interest for power, will perhaps use scorpions instead of whips. The greatest obstacle to peace and security and settlement of world problems is the often forgotten fact that a few nations, great and small, have advanced by 200 years in civilised behaviour beyond the majority of nations, and communication between the two groups is as difficult as in Babel in consequence.

Mr. Iremonger's Ire.—The wrath of Achilles had some slight justification. Mr. Iremonger's anger with me puzzles me a little. The other day I devoted a paragraph in this "Newsletter" to the trend of recent by-elections, taking North Ilford as the prototype and using these phrases: "Mr. Iremonger held North Ilford, and the count revealed a slight increase in the Conservative vote; a slight decrease in the Labour. It is remarkable how little indication has been given in by-elections of any move from the Party in power after three years of not always popular or 100 per cent. successful administration. That is surely a bull point to the Tories." This comment strikes me still as fair comment and friendly comment for Mr. Iremonger's party. Strangely enough, it greatly annoyed Mr. Iremonger, and he sent off an autograph letter which has come to me, couched in rather sarcastic and bitter terms. He points out that the "slight" increase in the Conservative vote was over 4½ per cent. and the largest increase recorded in this Session's by-elections; and adds: "I am not suggesting that the fate of nations hangs on your political correspondent's judgment." He is right there. It doesn't, nor does the precise percentage of the North Ilford poll. But it is surely to split hairs to argue that the adjective "slight" cannot cover a 4½ per cent. variation. An election success is no doubt heady and new brooms sweep clean. Mr. Iremonger has offered me a new slant on the vexed question of M.P.s' pay and allowances. For, if it be the duty of a Member to castigate his Party's supporters no less than its opponents, no wonder he is overworked, no wonder his expenditure on secretarial work and stationery eats into his exiguous emoluments. When I attack, I expect (and enjoy) a counter-attack, but without justification . . . *nemo me impune lacessit.*

THE PRIMATE AT A WELSH OCCASION IN LONDON



THE ARCHBISHOP OF CANTERBURY AND MRS. GEOFFREY FISHER SEEN LISTENING TO THE SPEECHES AT THE ST. DAVID'S DAY BANQUET: Dr. Fisher also spoke, pronouncing his title in Welsh, and told the guests that he had twice climbed Snowdon. He is seen wearing the insignia of a G.C.V.O. Sir John Hunt, leader of last year's Everest expedition, was also present.

Dean Inge.—My first and last personal contact with Dean Inge took place when I was still a schoolboy aspiring to Oxford. He viva-ed me for an examination and the result was unsatisfactory to both of us. I fancy he was then at the end of his time as tutor at Hertford. He was, to my youthful eye, an intimidating figure and, intellectually, I was justified in feeling like a swine cast

before a pearl. But the label of "Gloomy" which attached to him was not, I am sure, intended to be applied to his nature, but to a phase in his long life as a publicist. It is odd that this great scholar, deep thinker and profound philosopher should have become one of the most popular and successful journalists of the modern popular Press. There was no subject, even trivial, on which he did not touch with humour, zest and good sense, and, above all, with the common touch. A warm humanity beaconed in his eye, even at his most intimidating, and coloured his writing. His devastating logic could be as cheerful as a peat fire. The aphorism which labelled him "a pillar of the Church and two columns of the *Evening Standard*," was a very shrewd oxymoron. I should have remembered him in my recent list of very old men who manage to retain undimmed not only their intellectual powers, but the vigour and zest of youth.

Billy Graham.—For my part I wish Billy Graham, the latest evangelist from the U.S.A., good success in his mission to rearm us morally. He is a sincere and good man and has won the support of many good men in public life and the Church in this country. The Moodys and the Sankeys, male and female, are not my cup-of-tea, but I am in a minority in my dislike of brass bands and mob hysteria and cowboy missionaries, and as a race we are not too squeamish and can enjoy a good deal of that sort of thing. And Billy Graham's shop-window is designed to catch the minority also. No braggadocio for him, no spell-binding, no hats handed round. On the contrary, his best plank is that he is bringing the dollars in and leaving the pound sterling in our pockets. We are to be paid dollars as journey money to Heaven, and that should attract a whole lot of us. Billy has the face to launch his 1,000,000-dollar lifeboat, and the wisecracks to sail it. "If it cost £100,000 to get one man straightened out, it would be worth while. You can't put a price tag on a man's soul." And he 'll do better than that. I put a price tag on his face. It 's mobile, it 's alive. He can let out his lips like a rubber quoit. His neckties should catch our "good-time girls." He 's young and handsome and generous and rich and a good time should be had by all. I wish him well, for he is not only sincere, keen and wholesome and single-minded, but possesses the technique which appeals to the modern fashion for queues, first-nights, Press interviews and limelight effects.

"Loathing the Army".—Mr. Sherratt, of Downing College, Cambridge, showed moral courage in a letter to the *Daily Telegraph* last week under the above legend. He gave his frank opinion on why so many National Service men are thankful to get away from Army life. Many will declare that he exaggerates, gives a one-sided picture, speaks only for a proportion, in his conclusions. In his view the senior officers, and politicians also, are out of touch with the rising generation they catch in their net and blame for being decadent or unpatriotic. Mr. Sherratt argues that it is not the discipline, the fatigues, the potato-peeling, and so on, which these recruits abhor, but the downright dishonesty of Army life, the whited sepulchre of spit-and-polish accepted as an "excellent substitute" for serious purpose, and shrewd technique in cooking "returns" to give the appearance of "results" in lieu of a high standard of honour in giving and taking. The verb "to make" gains a sinister meaning in Army life in all wars, and it keeps that meaning too long in peace. I agree with Mr. Sherratt, within my limited experience of post-war Army life, that it is too often waste and sham and slick dishonesty, rather than bad food and boring chores, that disgust so many young civilian soldiers during their Army life, and my puzzle has long been why Sir William Slim did not direct his great gifts and noble influence rather to the training cadres to reform themselves than to the recruits to show their enthusiasm and patriotism. He put the cart before the horse. The horse, if it is to pull the cart, needs attention first. It needs reshoeing, reharnessing and unblinkering.

A Clerk's Pension.—The recently retired clerk to the Kent County Council will receive for the rest of his life a pension of £4,020 a year. So I read in a reliable newspaper. I believe he was an admirable clerk. I know that in these days a C.C. clerk is a very busy man indeed, and must know a great deal about all sorts of matters, many obscure and complicated; he must be lawyer, accountant, committeeman, organiser, planner, prophet and sage. But, indeed, so must a judge, a Minister of the Crown, a bishop and many another leading public figure. And admirals of the Fleet and generals have a burden of responsibility often heavier than a C.C. clerk's. On what basis of calculation was this enormous pension agreed? The rates continue to soar, the *hubris* of local government keeps step with every increase. Why, unless it be sheer, unparalleled *hubris*, does the clerk to the Kent C.C. receive a pension that makes the retired Minister, Judge, Service Chief, Archbishop appear in contrast like a pensioner in need of public assistance? Don't ask me. I am only a ratepayer.

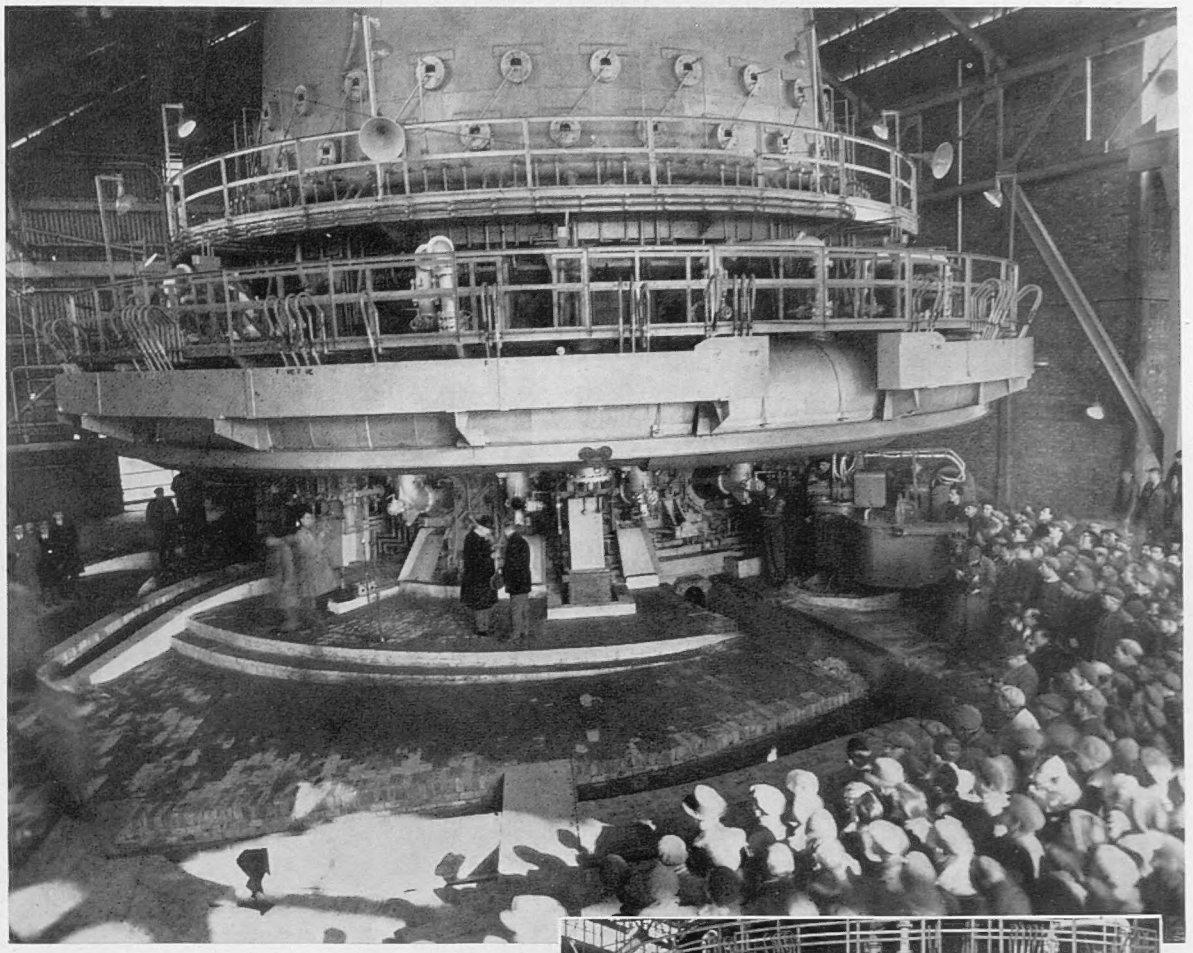
THE OLD STAGER

IN NEXT WEEK'S ISSUE

EDUCATION IN SCOTLAND

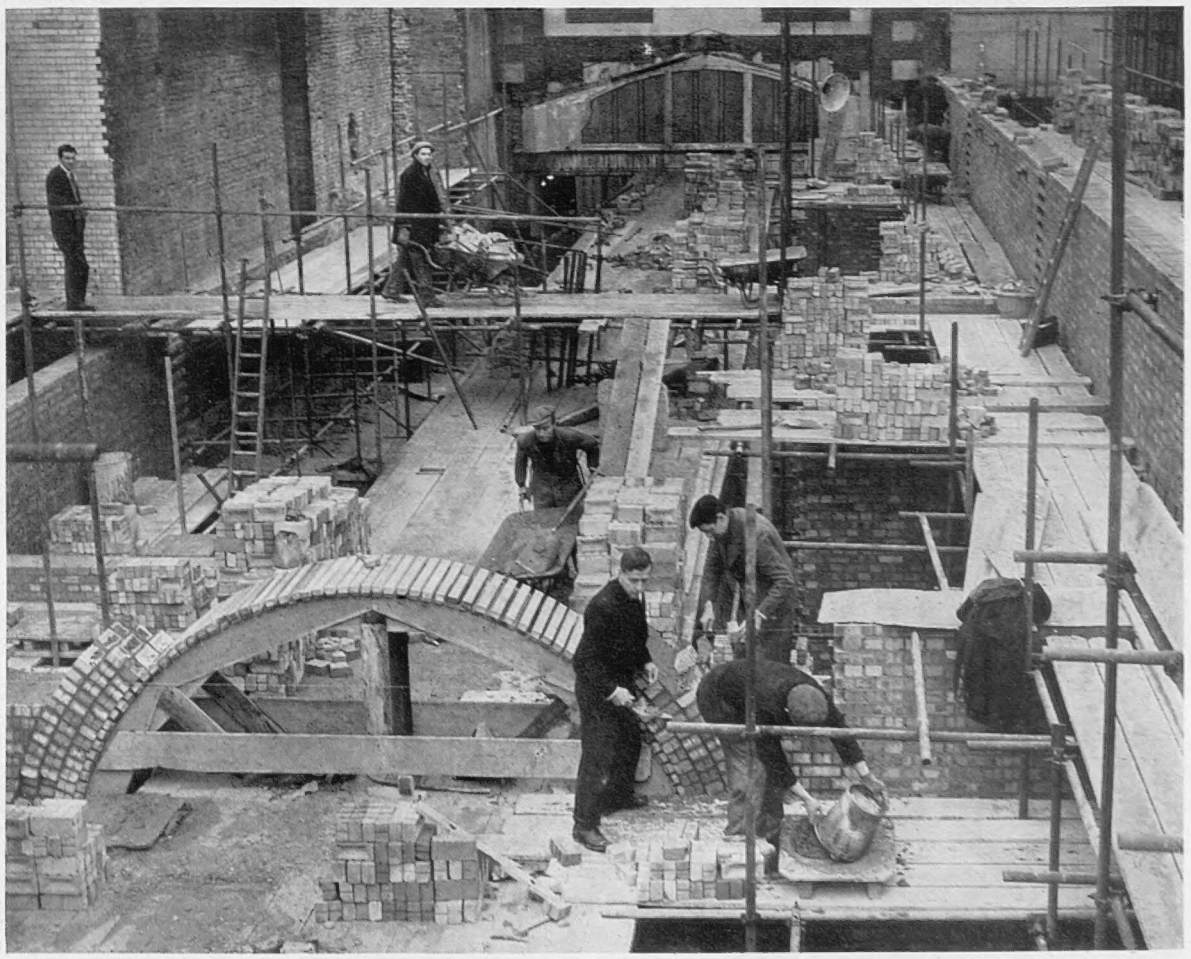
George Blake Reviews the System which has Often been Favourably Compared with the English

"BLOWING-IN" THE LARGEST BLAST FURNACE IN EUROPE



THE CEREMONY AT THE APPLEBY-FRODINGHAM STEEL-WORKS IN SCUNTHORPE: The men who helped to build the new 217-ft.-high blast furnace watch Sir Walter Benton Jones, chairman of United Steel Companies, with a workman at the base of the new structure shortly before the "blowing-in" ceremony. *On right*—Tapping the new furnace at the Scunthorpe works. The blast furnace, called the "Queen Anne," is described as the largest in Europe. It has a hearth 27 ft. in diameter and a capacity of 43,000 ft.; blast is provided by turbo-blowers. The furnace is the first of its size to be fed entirely with sintered ore. The iron produced is used for plate and rolled sections for structural work and shipbuilding. The "Queen Anne" is the first of two furnaces, which will bring the total output of the plant to 500,000 tons a year. The project will cost £12,000,000.

REPAIRING A WELL-KNOWN SHOPPING CENTRE



RESTORING THE BOMB-DAMAGED PORTION OF BURLINGTON ARCADE: A view of the work in progress, looking along the Arcade to the Burlington Gardens end. The rebuilding work, which has been going on for some time, has now entered its final phase, and it is hoped that all will have been completed by September of this year. The Regency façade that was at the Burlington Gardens entrance will be reproduced in every detail. By the time that the restoration work on the Arcade, which was originally built in 1819, has been completed, it is expected that about £60,000 will have been spent. The Arcade was one of the first buildings in London to be bombed.

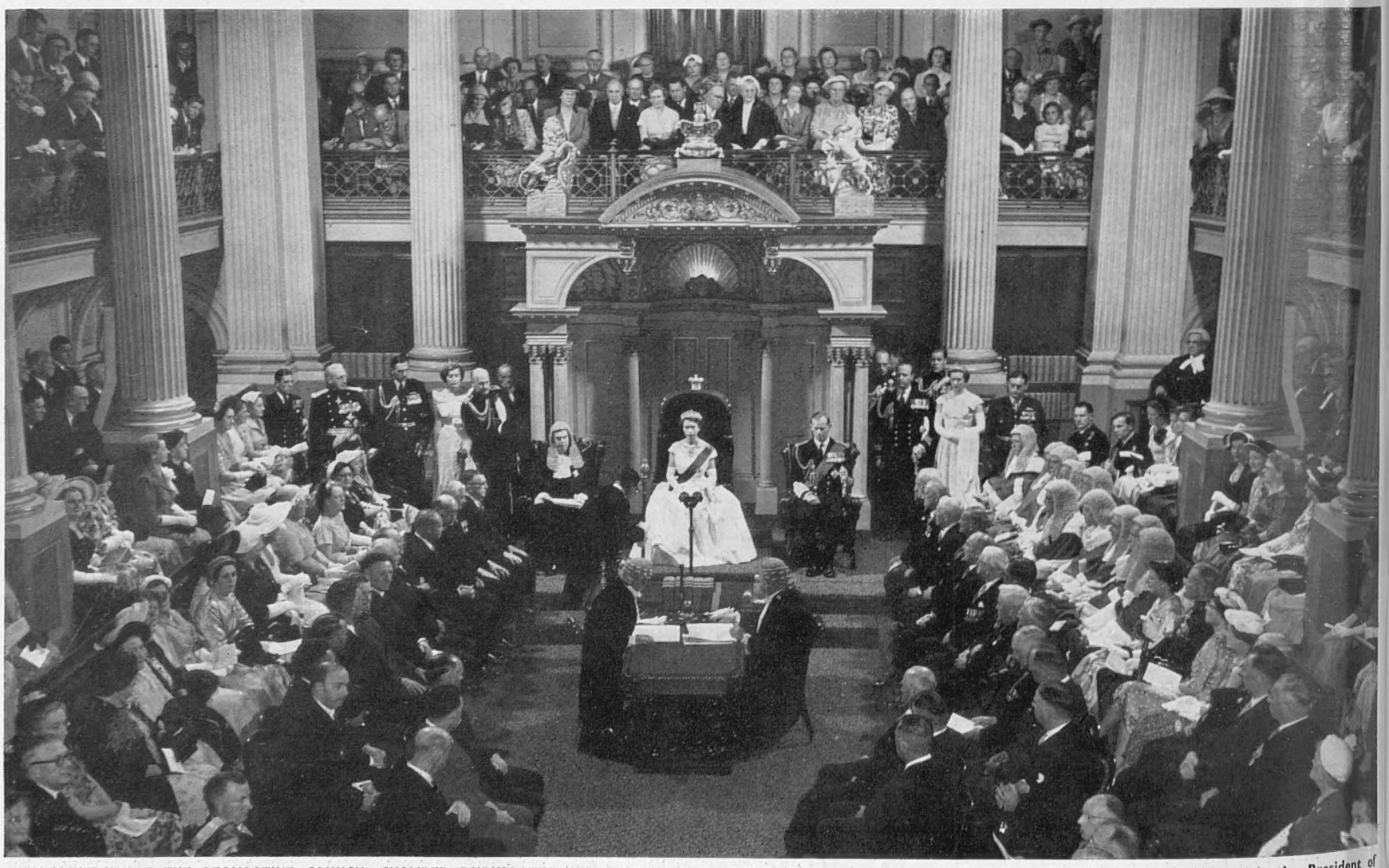
MELBOURNE'S BIG WELCOME FOR THE QUEEN

Her Majesty and the Duke of Edinburgh Continue their Two-Months Tour of Australia and Spend Several Days in the Capital of the State of Victoria

THE QUEEN AND THE DUKE OF EDINBURGH FLY INTO MELBOURNE FROM TASMANIA TO RECEIVE THE MOST TUMULTUOUS WELCOME IN THE CITY'S HISTORY : They are seen inspecting a Royal Australian guard of honour following their arrival at Essendon Airport after the two-hour flight across the Bass Strait from Hobart. About 750,000 people lined the nine-mile route from the airport to the city where the Queen and the Duke took up residence at Government House as guests of the Governor of Victoria, Sir Dallas Brooks. Ticker tape floated down, church bells pealed and trumpet fanfares rang out over loud-speaker systems as the Royal car passed along the thoroughfares.

THE QUEEN LEAVES PARLIAMENT HOUSE AFTER OPENING THE STATE PARLIAMENT OF VICTORIA : She is accompanied by the President of the Legislative Council, Sir Clifden Eager and the Speaker, Mr. P. K. Sutton.

THE FAIR CITY OF MELBOURNE ROARS ITS WELCOME TO THE QUEEN AND HER CONSORT : The Royal car is seen passing through the narrow lane left by cheering citizens in the broad sweep of Swanston Street, en route to Government House. Spanning the roadway is the Chamber of Manufacturers' decorative arch. During the State drive the Queen stopped at Parliament House to receive an address from leaders of both Houses, and at the Town Hall for the presentation of an address of loyalty and welcome from the Lord Mayor. At night, when the Queen gave a reception to Royal tour officials, Melbourne was a carnival city, buildings, fountains and statues were floodlit, and coloured lights decorated the shopping centre. There was also a firework display.



THE SCENE INSIDE THE LEGISLATIVE COUNCIL CHAMBER DURING THE STATE OPENING OF THE VICTORIAN PARLIAMENT : Her Majesty is seen enthroned, with the President of the Legislative Council on her right and the Duke of Edinburgh on her left. Members of the Government are seated on the right of the picture in front of the judges of the Supreme Court. For this occasion the Queen wore a gown of deep cream brocade, with the sash of the Garter; on her head was a high diamond tiara. In her Speech she gave a brief review of pending legislation. Victoria's State Parliament was the home of the Australian Federal Parliament for twenty-six years,

THE VISIT TO THE WORLD-FAMOUS MELBOURNE CRICKET GROUND : The occasion was the assembly of ex-Servicemen and women, legacy wards and war widows ; altogether there were about 60,000 people at the ground. In this picture the Queen and the Duke are seen setting out on their tour round the ground. Earlier, the Duke had addressed the great crowd, commenting on the part the Australian forces had played in two World Wars.

On left—

A COMMEMORATION OF THE WAR DEAD : The Queen, accompanied by the Lieutenant-Governor of Victoria, Lieut.-General Sir Edmund Herring, leaving the Shrine of Remembrance after she had dedicated a paved forecourt, laid out in the form of a cross, in memory of Australian Servicemen who served in the Second World War and in Korea. Her Majesty also kindled a perpetual flame that burns for the fallen. The original shrine is twenty years old, having been dedicated by the Duke of Gloucester during his visit to Australia in 1934. At the recent ceremony the Queen said that the memorial and its forecourt would stand together as a permanent reminder of service and sacrifice in two World Wars.

A TRIP ACROSS THE STATE BORDER INTO SOUTH AUSTRALIA : The Mayor of Mount Gambier, Mr. J. Hugh Marks, points out a view to the Queen and the Duke during the visit to Valley Lake. The Royal party flew from Melbourne to Mount Gambier and were met by the Governor of South Australia, Sir Robert George, and the Premier, Mr. Thomas Playford.

A DAY OF SPORT : There was a vast gathering at Flemington (perhaps the most beautiful racecourse in the country) for the Royal visit to the Victoria Racing Club's meeting, and the picture *on the left* shows part of the huge crowd massed round the Royal Box. During the meeting the Duke of Edinburgh went on to the Kooyong Tennis Courts, and he is seen, *on right*, after being joined by the Queen, passing a guard of honour formed by tennis usherettes (Australian ball girls).

Week-end Royal Occasions

The Queen Mother at a Point-to-Point
Princess Margaret Attends a Country Church

QUEEN ELIZABETH THE QUEEN MOTHER ATTENDS THE BEAUFORT HUNT POINT-TO-POINT RACES AT OLDBURY-ON-THE-HILL, NEAR DIDMARTON, GLOUCESTERSHIRE: Her Majesty, with other members of the party, is seen watching the races from a farm wagon sent over from the Duke of Beaufort's estate at near-by Badminton. The meeting was marred by bad weather.

THE QUEEN MOTHER ARRIVES AT THE RACES: She is accompanied by the Duke of Beaufort, Master of the Horse to the Queen, and Joint-Master of the Beaufort Hunt, a position he has held since 1924.

A CHAT OUTSIDE A MARQUEE: The Queen Mother and the Duke of Beaufort seen in conversation with Judy Frank, of Almondesbury, who had just ridden to victory in the Adjacent Hunts Ladies' race.

A WEEK-END IN THE COUNTRY FOR PRINCESS MARGARET: *Left*—Her Royal Highness, in company with her cousin and hostess, Mrs. John Wills, of Allanbay Park, Binfield, Berkshire, arriving to attend morning service at All Saints' Church, Binfield. In the left background of the picture is Lady Rosemary Muir, youngest daughter of the Duke and Duchess of Marlborough. *Right*—The Rev. Charles Ellwood accompanies the Royal party from the church; Princess Margaret had also been present at the Holy Communion service earlier in the morning. Mrs. John Wills is the daughter of Lord Elphinstone, brother-in-law of the Queen Mother.

BRITAIN'S GREATEST SALVAGE EFFORT

The 20,000-ton "Empress of Canada" is Hauled Upright after Burning Out and Capsizing last year

On left—

THE CAPSIZED "EMPRESS OF CANADA" IS RIGHTED IN GLADSTONE DOCK, LIVERPOOL: Last week-end the first part of the biggest salvage operation ever attempted in Britain was successfully completed when the capsized *Empress of Canada* was hauled upright after lying on her side for more than a year. Captain W. R. Coldbeck, Marine Surveyor and Water Bailiff of the Mersey Docks and Harbour Board, described the operation as the third biggest of its kind; the others were the raising of the *Normandie* in New York in 1942 and of the U.S. battleship *Oklahoma* after Pearl Harbour.

Below—

OPERATION COMPLETED: The next stage, which should be reached about the end of May, will be to make the ship watertight and refloat her. Then she will be towed away to a breaker's yard. On the port side of the ship can be seen the upthrust pontoons, filled with compressed air, which gave an added purchase to the sixteen winches which made the haul. The cost of salving the liner is estimated at about £375,000 and the scrap value is thought to be about £50,000.

THE DAMASCUS MOB SACKS THE SYRIAN PARLIAMENT BUILDING: Hundreds of demonstrators against the Shishakly regime, most of them students, are seen swarming out of the Chamber of Deputies. Their demonstration was in protest against the Chamber acknowledging its pro-Shishakly Speaker as "Constitutional President." The demonstrators smashed furniture and windows, burned some files and documents, and took away others.

Foreign News in Pictures

REVOLUTION IN SYRIA

And a Survey of Recent Events throughout the World

After days of rioting in Damascus, the new Syrian President, Hashem Atassi, seemed comparatively safe—as Middle East Presidents go. His predecessor, Brigadier Shishakly, was in Saudi Arabia, where he had been granted political asylum by King Saud. Hashem Atassi, who is eighty, was previously President in 1951, when Brigadier Shishakly seized power. Atassi's restoration came after forty-eight hours of tension following Shishakly's overthrow, during which the northern and southern parts of the country were at loggerheads over the Presidency and the future form of government.

The revolt against Shishakly came after he had failed in an attempt to liberalise his regime. Leading politicians used their new freedom to stir up trouble and agitate for his overthrow. In January, after a series of disturbances, Shishakly arrested twelve leading politicians of all parties, including the aged Hashem Atassi. Though he managed to antagonise all parties, Shishakly succeeded in making great progress in the economic and social fields, greatly reduced corruption in the administration, and secured a great measure of public security.

After the Army's revolt forced Shishakly to hand in his resignation to the Chamber of Deputies, the Chamber appointed its pro-Shishakly Speaker, Dr. Mamoun Kuzbery, as President. This provoked serious rioting by anti-Shishakly factions in Damascus, in which two rioters were killed and twenty-six injured. To keep the peace the parties then agreed to accept Hashem Atassi as the new leader of Syria.

Hashem Atassi's Prime Minister, Sabri el Assali, outlining his Government's foreign policy, said that Syria would adopt an attitude of friendship and cordiality toward all countries which were ready to reciprocate and respect Syrian sovereignty. So far as the Arab world was concerned, Syria would do her utmost to ensure Arab unity in this time of international tension.

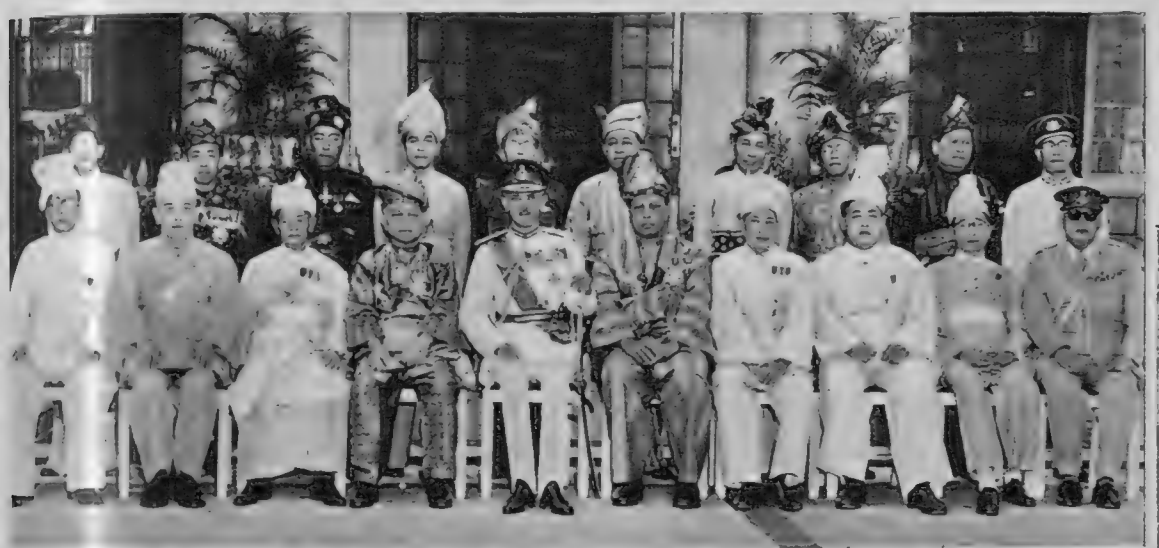
ATHENS STUDENTS DEMONSTRATE FOR UNION WITH CYPRUS: An attempt by students of Athens University to hold large-scale demonstrations for the union of Cyprus with Greece was frustrated by prompt police action. The Minister of the Interior had banned their meetings and police riot squads were out to enforce the ban. A squad of police are seen above moving towards a group of demonstrators, so small that police had difficulty in distinguishing them from passers-by. Archbishop Makarios, of the Greek Orthodox Church in Cyprus, who leads the "Enosis" campaign for union, which also is Communist-backed, was in Athens at the time to seek support from the Greek Government. He was received at the palace and by members of the Opposition as well as of the Government. The Greek Government, it is thought, hopes to settle this issue after friendly talks with the British. If their request for talks is rejected, then the Greek Government will probably raise the matter at the next session of United Nations in September.

THE SIGNING OF THE NEW AGREEMENT BETWEEN JAPAN AND THE UNITED NATIONS FORCES: In Tokyo last month a new agreement came into effect between Japan and the United Nations which put all U.N. troops in Japan on to the same legal footing as the Americans. On the signing of the peace treaty, the Americans had agreed with Japan that their troops were immune from the processes of Japanese law, all their offences being dealt with by American military courts. No such agreement covered troops of other nationalities; not long ago two British sailors were arrested and imprisoned by the Japanese. Now all have immunity.

WINTER'S ARCTIC GRIP ON SCANDINAVIA: Some of the chief sufferers from the intense cold which has gripped Scandinavia are the sea-birds. Their food supplies are cut off, and frequently they get trapped in the ice. In Denmark a flying rescue service, from one of whose planes this picture was taken, has been dropping tons of bread for the starving birds.

THE CABLE RAILWAY CRASH IN THE PYRENEES: *On left*—The engine car lying broken in two at the bottom of a ravine after it had crashed 600 ft. at Mishage. *On right*—Two of the coaches of the ski train which were derailed but which did not follow the three other coaches down the precipice. The mountain cable railway train was carrying 250 skiers between Bagneres de Luchon and Superbagneres when the cog-wheel engaging with the rack-rail broke. The train came off the rails, and the three leading coaches fell over the precipice into the ravine below. The last two cars were saved by a brakeman who slowed them down. Nine people were killed, and more than twenty were injured. Most of the dead had tried to jump out of the train when it began to hurtle down the mountainside. They struck a sheer wall of rock which was on one side of the railway line and fell back under the train. Rescuers who reached the scene of the crash in a blizzard worked by torchlight throughout the night to recover the bodies and the injured. They were taken down the mountainside on sledges, and then conveyed to the hospital at Bagneres de Luchon.

SIR ROGER STEVENS PRESENTS HIS CREDENTIALS IN TEHERAN: The British Ambassador to Persia, left, arriving with the Persian Foreign Minister, right, at the Marble Palace in Teheran, where he presented his credentials to the Shah of Persia. Sir Roger Stevens, who was previously British Ambassador to Sweden, is the first British Ambassador accredited to Persia since the resumption of full diplomatic relations last December.



SIR GERALD TEMPLER WITH THE RULERS OF THE MALAY STATES: A distinguished gathering at Kuala Lumpur on the occasion of the twenty-first anniversary of the Malay Regiment. In the front row, from left, are the Sultan of Perak; the Sultan of Kelantan; the Sultan of Kedah; the Yang di Pertuan Besar of Negri Sembilan; General Sir Gerald Templer, High Commissioner in Malaya; the Sultan of Pahang; the Sultan of Selangor; the Raja of Perlis; the Sultan of Trengganu and the Regent of Johore. Behind each ruler stands the Chief Minister or Acting Chief Minister of his State. Behind Sir Gerald Templer is the Keeper of the Rulers' Seal, Tunku Ya'acob Ibni al-Marhum Sultan Abdul Hamid Halim Shah.

CELEBRATING THE POPE'S BIRTHDAY IN ROME: A gathering of Vatican dignitaries at the St. John Lateran University being addressed, right, by Mgr. Giuseppe Ferretto, Assessor of the Holy Consistorial. They had also attended a dinner commemorating the seventy-eighth birthday of Pope Pius and the fifteenth anniversary of his Pontificate. The Pope has now been confined to the Vatican Palace for more than a month with persistent gastritis. On the three days preceding his birthday special prayers were said in 500 Rome churches for his recovery. The Pope was unable to attend, for the second year in succession, the solemn Mass in the Sistine Chapel which honoured his coronation as Pontiff. Last year the Pope was recovering from an attack of bronchial pneumonia.

A FINE EXPLOIT IN MALAYA

AN ENDURANCE RECORD IN THE JUNGLE: Three of the members of the 22 Special Air Service Regiment who helped to set up a record of staying in the Malayan jungle for 122 consecutive days. From left—Trooper A. Lyall, of Edinburgh; Lieutenant Bruce-Merrie, of Basingstoke; and Trooper R. Downey, of Stratford, London.

A remarkable endurance record has been achieved in recent months by a force of eighty members of the Special Air Service in the jungles of Malaya. For 122 days they remained deep in the heart of the country, combating heat and disease as well as terrorists. It was a feat performed by ordinary soldiers, well trained and disciplined, and their operations are reminiscent of the more publicised exploits of the last war.

The task of the special force was to stimulate friendly relations with the Temiar aborigines, who live in mountainous jungle country between 4,000 and 7,000 ft. above sea-level. These aborigines knew nothing of the outside world, were unable to count further than five, and had no sense of time at all. They were, however, terrorised by Communists who lived off their meagre products; and it was to combat these terrorists that the expedition set out. Base camps were set up in certain areas, local chieftains were contacted, and after creating goodwill, areas up to thirty miles away from the base camp were skilfully and often successfully patrolled. Although they had been trained to do so, none of the expedition had to live off the land. Regularly supplies were dropped by R.A.F. Valetta aircraft, which included fresh bread and meat, as well as replacements for uniforms. But lack of fresh food was not the worst that the men had to contend with. The sweat, the prickles, the sharp rocks and thick bamboo growths, and higher up in the mountains the attap undergrowths—all these made progress slow and painful. Added to this were the customary fevers and dysentery. But helicopters were ready to take away hospital cases within twenty-four hours, provided the weather was suitable, and even aborigine patients were flown out of the jungle. Everybody had jungle sores, but these were successfully treated with penicillin.

The weather did not make life any more pleasant. Although it was cool in the jungle, there was little protection against the tropical rains which the expedition encountered. For seventeen days, in one spell, it rained nearly all day, and near the base camp a stream with a bed 20 yards wide became a raging torrent which rose to over 22 ft. Two improvised bridges were washed away; finally the men built a suspension bridge of bamboos. Unfortunately, much of the Christmas mail was swept away in this flood. But there were compensations. A close and unusually safe look at jungle elephants was vouchsafed to some. Others thought of the money they were saving and the leave they would enjoy. All, however, took justifiable pride in a magnificent feat of endurance—122 days in the jungle.

IN THE PATH OF GHENGIZ KHAN

New Pictures from Afghanistan of the Battle Route of the Mongolian Hordes

In A.D. 1062 a boy was born in the valley of the Upper Oxus River (now known as the Amu-Darya), whose name was Tmujam, and who was later to achieve fame as Ghengiz, the first Mongol invader of Afghanistan to call himself Khan. Tmujam was the son of a Mongol chief who, after succeeding his father, began building a Mongol army which was soon strong enough to force other tribes to join the commander in his barbaric expeditions. Later Tmujam joined the army of Tughral Khan, known by the name of Awung Khan, who ruled from the Kunti Mountains to the Great Wall of China. Following a dispute, Ghengiz Khan revolted against Awung Khan and defeated him in battle. He then chose Krakuram as his capital, a town situated in the centre of Mongolia, and from there began to conquer the surrounding countries, then ruled by Mongol princes.

Within a short time he had plundered Peking, conquered vast areas and had become ruler of more than 100,000,000 subjects. On his raids he slaughtered thousands of women and children and all cities and villages that he passed through were plundered and burned.

(*Continued below, on right*)

ONE OF THE MAIN TARGETS OF AN INVADING ARMY: An Afghan farmer looks up at an old fort built on a towering base of natural rock in the Bamiyan Valley, scene of many battles raged by invading armies. The present town of Bamiyan, situated at a height of 8,480 ft., in the province of Kabul, is the site of the ancient cities of Zuhhak and Ghulghulah, both of which were destroyed by the Mongols as an act of revenge for the death of one of the grandsons of Ghengiz Khan. The latter was the first of the Mongol invaders to call himself Khan.

THE LAST REMAINS OF AN ANCIENT DESERT FORTRESS IN AFGHANISTAN: A view looking down on the majestic Qala (Castle) of Bust Arch and the adjoining ruins near Girishk, in the Hilmand Valley, in the southern region of the country. Stretching away in the distance is the valley which forms part of the desert where the Government are carrying out a programme of reclamation. *Below*—The two women seen standing beneath the arch give some idea of its great height. Despite the crumbling stone, the ornate design is still visible.

After the widespread destruction wrought by the Mongols in Afghanistan 700 to 900 years ago, the River Hilmand, in the southern region of the country, changed its course and much of the area was turned into vast stretches of desert. In recent years the Afghan Government have turned their attention to this vast area, deciding that some sort of plan for reclamation should be introduced. Under the terms of the Economic Development Plan they decided that (*a*) the River Hilmand should be diverted to its original course, and (*b*) water should be used for irrigation purposes. In order to make this latter proposal possible throughout the year, it was decided that two big dams should be built at different points to store the water during the wet seasons.

The region in question is known as the Registan and is bordered on the south by Baluchistan, and in the north-west corner by the confluence of the Rivers Hilmand and Argandab. Several thousands of acres have already been prepared for agricultural purposes and villages have been built, in all housing over 1,000,000 Nomads. Eventually, it is proposed, the land will be freely distributed to those who farm it. The engineering work in connection with the scheme is being carried out by the American firm of Morrison Knudson and the whole project is being made possible by a loan of 22,000,000 dollars from the United States Government.

THE MOST FAMOUS OF THE FIVE BAMIYAN FIGURES—THE 173-FT.-HIGH BUDDHA WHICH WAS DISFIGURED BY THE INVADING FORCES OF GHENGIZ KHAN: The figure is solidly carved in a niche in the rock, but the drapery and finishing are in stucco. Steps provide access to the Buddha's shoulders and head, from which views of the whole valley are possible. That this and the other four figures are the work of Buddhist artists from India seems almost certain from their style of art.

(*Continued from above, on left*)

In the kingdom of Kharazm-Shahi the leader of the regime was Sultan Mohammad, son of Anushtageen, founder of the dynasty. His ambition to establish a vast Khorasani Empire was so intense that he planned to overthrow the Caliphs of Bagdad and to make himself the only Emperor of the Muslim world. No sooner had he set out on his march to Arabia than he heard of the Mongol invasion of his country, and was forced to return, but too late to offer effective resistance against the wild Mongolian hordes. This invasion was in retaliation for the execution of one of Ghengiz Khan's ambassadors by the Kharazm Shahis, and Ghengiz invaded the kingdom with an army of 200,000 men, which was followed by a reinforcement of 1,000,000 Mongols. He defeated the King and in his pursuit destroyed the cities, killed their inhabitants and slaughtered and burned everything in his path.

He then attacked Afghanistan and ruined Balkh, Merv, Murghab, Herat, Nishapur, Ghazni and Bamiyan, leaving little trace of civilisation where he had passed, the monuments of former dynasties being swept away with little regard for art or posterity. From Afghanistan he turned towards India and pushed on across the Indus River.

The years of plunder and destruction were not completely over, for although his descendants, the Cheghtaiis, formed an empire and ruled it throughout twenty-eight reigns, Timur Korogan (a descendant of Ghengiz) revolted against the Chaghtai government in the fourteenth century, and eventually conquered Afghanistan. He even attacked Russia and plundered Moscow. His fourth son, Shah Rukh, however, who succeeded Timur in Afghanistan, was a great patron of the arts, and he soon set about rebuilding the cities which the Mongols had left in ruins. Under his rule civilisation, art and culture began to flourish again in Afghanistan. In later years Babur, a descendant of Timur, who chose Kabul as his capital, continued the rebuilding and his son Humayun, became the first Mogul Emperor of India.

THE "MONSTER OF WHITEHALL" RISES ON THE SITE OF OLD WHITEHALL PALACE: This view taken from Richmond Terrace, Whitehall, shows in the background the office block which is now occupied by the Board of Trade, the Air Ministry and the Ministry of Materials. In the foreground foundations are seen being prepared for a new wing. In excavating this site the contractors have come upon the ancient river wall built by Henry VIII as a continuation of the wall built by Cardinal Wolsey as a frontage for the old Palace of Whitehall. In Tudor days the Thames flowed along this line, and it was not until the '60's of the last century that work was begun on the Embankment we know to-day.

LOOKING ACROSS THE RIVER FROM COUNTY HALL, HOME OF THE L.C.C.: The contrast in the types of architecture of the new building (centre) and the old one (on right) is enormous. At one time the old Whitehall Palace used to stretch right down to the river.

NEW WHITEHALL

Progress on the Erection of the Vast Government Building which Occupies the Site of the Former Tudor Palace

RELICS OF OLD WHITEHALL: *Left*—The Henry VIII wine cellar, built in Cardinal Wolsey's time and now preserved in a position approximately beneath its original site, and, *on right*, a permanent monument which has been incorporated in the new building. It was formerly a staircase leading down to the river. The original intention of the architects was to incorporate the entire terrace flanking the old Palace of Whitehall in the new Embankment garden. This will eventually extend the length of the Government building. In all, six bastions were unearthed during the construction of the foundations for the new building.

To-day the Embankment at Westminster, behind Whitehall, is dominated by part of the great Government building known as Whitehall Gardens but dubbed as the "Monster of Whitehall." It forms part of a plan drawn up before the First World War, when the great rectangular space bounded by Whitehall, Horse Guards Avenue, Richmond Terrace and Victoria Embankment was scheduled to be occupied by the biggest Government block of offices ever envisaged in this country.

Since pre-war days, when work first began on preparing the site for the new building, the ground chosen for the first block has revealed much of historic interest, for it covers the ancient Whitehall Palace, which was in Tudor and Stuart times the principal residence of the Kings and Queens of England, a vast mass of buildings which stood along a well-defined river wall about 100 yards from the present course of the river. Parts of that early river wall were revealed by the excavators before the war, while other bastions were only discovered a few years ago. This wall of Kentish flagstone stands 50 ft. in front of the first Thames Embankment and 300 ft. behind the existing Embankment. Above it were the Queen's apartments, and behind it was the famous privy garden of Whitehall Palace, later known as Whitehall Gardens.

The Palace reached its greatest glory in the reign of Charles I, but before the century was out it was almost in ruins. It was always a rambling building, lacking outward magnificence or stately façade, but it covered a great extent of ground, from Old Scotland Yard almost to where Westminster Bridge now stands. The buildings stood on the site of a mansion which was sold in the mid-thirteenth century to Walter de Gray, Archbishop of York, who settled it on his successors in that Archdiocese, as their town residence. It then became known as York Place and eventually became the property of Cardinal Wolsey, who had it rebuilt and added to until the time of his downfall, when Henry VIII acquired the property and renamed it Whitehall Palace. For the next 200 years the Palace was the gayest and most historical spot in England; next to Windsor Castle it was the favourite residence of the Sovereigns. Charles II spent much time there, and the Palace echoed with the laughter of his Court. In earlier days it had been the scene of farewell as the first Charles went out to meet his executioners.

The reign of William and Mary saw the commencement of the demolition of this historic home, and in 1691 a section of the Palace was destroyed by fire, partly, it is said, through negligence of a servant. Six years later the greater part was destroyed, only the Banqueting Hall being saved with the greatest difficulty. George I conceived the idea of converting the Hall into a Chapel Royal, but the building was never Consecrated, and five years later it was taken over for use as a museum. Near by, in Whitehall Gardens, were several houses which were extremely fashionable in the first half of the nineteenth century. One was reputed to have been the home of Nell Gwynne (with Disraeli a later tenant); another was the residence of the Earl of Gwydyr; while yet another, No. 4, was the home of Sir Robert Peel. It is interesting to note that in one of the houses in this historical area Lloyd George and his Council conducted in secret the whole of the course of the First World War.

TWO SUBMARINES IN DRY-DOCK, WHILE A DESTROYER IS MADE READY FOR THE QUEEN: A view of H.M. submarines *Talent* and *Token* in dry-dock at Malta. Alongside the dock jetty on left is moored the Royal Pakistani Navy destroyer *Tippu Sultan*, and in the distance can be seen the aircraft carrier *Warrior*. The *Tippu Sultan*, formerly H.M.S. *Onslow*, was being refitted in general preparation for the Queen's visit to Ceylon next month. Together with the Indian Navy destroyers *Rajput* and *Rana*, the *Tippu Sultan* will pay a formal visit to Colombo during the Royal visit, and in company with H.M.S. *Newfoundland* will sail as escort to the *Gothic* as far as Aden. Warships of the Indian and Royal Pakistani Navies are frequently serviced at Malta, which, together with their commitments towards the Mediterranean Fleet, make the dockyards there one of the busiest in the world.

THE HERO OF THE GREEK EARTHQUAKES IN DRY-DOCK: The heavy destroyer H.M.S. *Daring* seen at Malta. One of the Royal Navy's most active ships, the *Daring* was in dry-dock for the first time since she was commissioned in 1952. She was first on the scene during the earthquakes in the Ionian Islands.

WARSHIPS IN VALETTA HARBOUR

The Malta Docks are Kept Busy with Repairs and Refitting, while the French Fleet Pays a Short Visit to the Island

THE FRENCH FLEET VISITS MALTA: The French cruiser *Gloire* in midstream in Valetta Grand Harbour where, with other French warships, she was preparing for the Mediterranean spring manœuvres. *On right*—The British cruiser *Bermuda* in the foreground, and behind, the French cruiser *Montcalm*.

THE RIOTS IN KHARTOUM

General Neguib's Arrival for the Opening of the Sudan Parliament Set Off a Fierce Outburst of Nationalist Feeling Among Mahdist Tribesmen

GENERAL NEGUIB'S ARRIVAL IN KHARTOUM: Troops and police trying to restrain the Egyptian President's enthusiastic admirers when he arrived at Khartoum Airport. General Neguib, who had only recently been reinstated in office, had come to Khartoum for the opening of the Sudan Parliament. On his way to the Governor-General's palace he avoided passing the thousands of tribesmen who had assembled outside the airport to demonstrate against him.

THE EGYPTIAN PRESIDENT LEAVES AFTER THE RIOTS: General Neguib shaking hands with the Governor-General, Sir Robert Howe, before his departure from Khartoum. The riots on the previous day resulted in the deaths of thirty-four people and more than 100 injured. The opening of the Sudan Parliament was postponed.

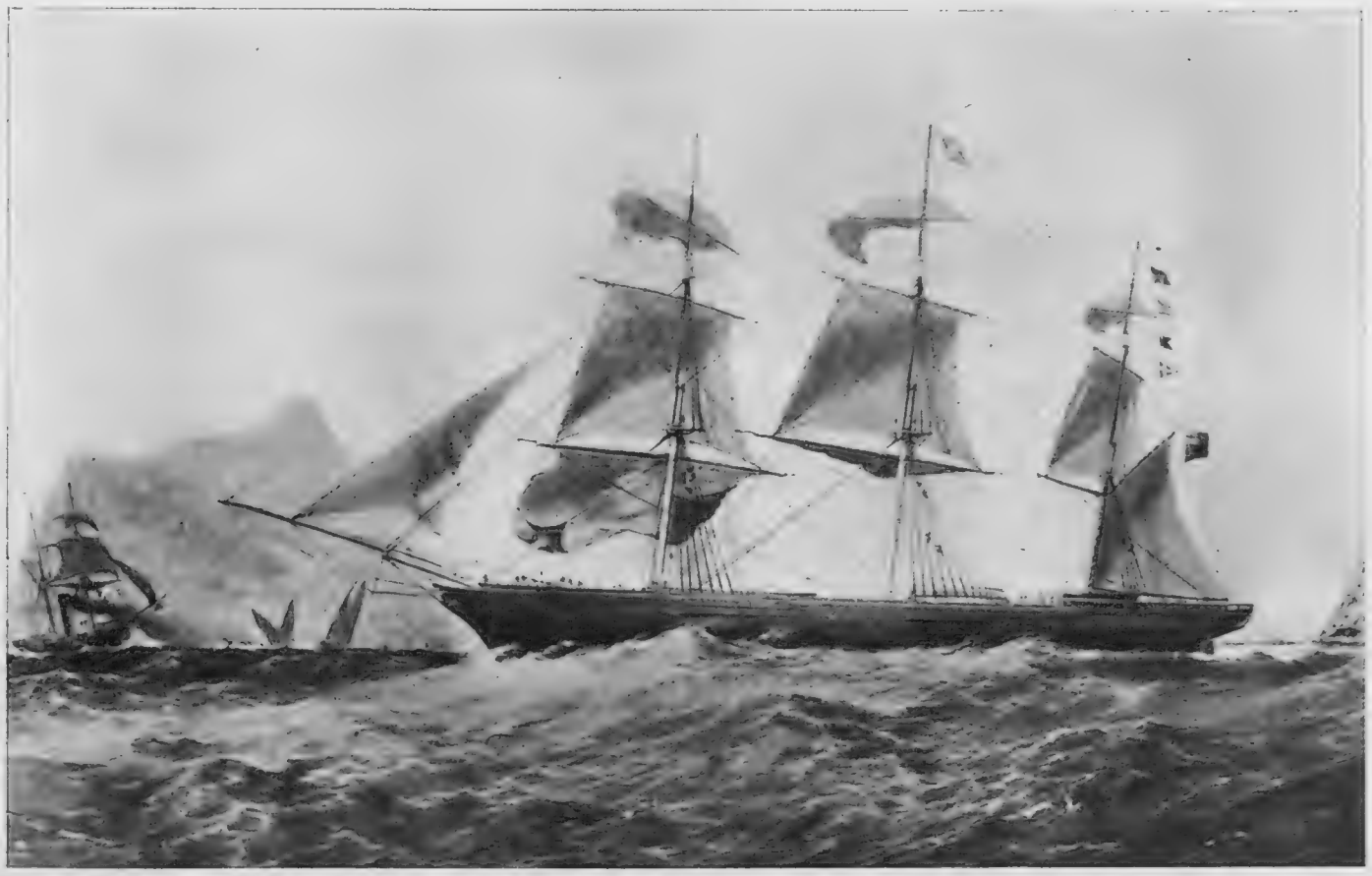
THE SUPPORTERS OF THE INDEPENDENCE PARTY WAIT AT THE AIRPORT TO DEMONSTRATE: The anti-Egyptian demonstrators, who were supporters of the Umma Independence Party, are seen waiting—in vain—for General Neguib to drive past them from the airport to Khartoum.

The arrival of General Neguib to represent Egypt at the opening of the Sudan Parliament set off a wave of rioting in Khartoum which illustrates that the Sudan is not as united as it had seemed. Many thousands of tribesmen, the followers of the Umma independence movement led by Sir Abdel Rahman el Mahdi, massed outside the Governor-General's palace. They first clashed with the pro-Egyptian faction already demonstrating there, and then tried to break into the palace grounds. Brandishing their knives and spears, they began to scale the walls and break through the gates. Tear gas failed to stop them, and the police opened fire. In the ensuing fight thirty-four people were killed, including the British police commandant, and over 100 injured. Most of the dead and wounded had knife wounds and spear thrusts in their bodies. The opening of Parliament was postponed, and General Neguib returned the next morning to Cairo, where the rioting was ascribed to British imperialism. "Fortunately," said General Neguib, "what happened was not serious."

Above and below—

THE DEMONSTRATORS HEAD FOR THE CITY: Furious that General Neguib by-passed them on the route from the airport, the Umma supporters are seen rushing across the sun-baked plain of Khartoum to the Governor-General's palace. The demonstrators were carrying staves and spears and knives.

THE TRIBESMEN RIOT IN THE CENTRE OF THE CITY: As the smoke rises from tear-gas bombs in the distance, the tribesmen who support el Mahdi's independence movement attack the Ministry of the Interior in Khartoum. Outside the Governor-General's palace clashes took place with police.



THE CLIPPER SHIP "ORIENT" FROM WHICH THE LINE TAKES ITS NAME: The 1,032-ton three-master, which was built in 1853 for James Thomson & Company, forerunners of Anderson, Green & Co., the present managers of the Orient Line. The sailing-clipper *Orient* made a number of record-breaking passages to Australia, and was the pride of the original fleet of ocean-going vessels.

THE ORIENT LINE

The Story of a Great Shipping Enterprise Under whose Flag Voyages have been made to Australia Since the Days of the Windjammer

By JOHN MAY

For more than seventy-five years the Orient Line as we know it to-day has been a force in the world of shipping. Though one of the smaller merchant fleets, it has always striven to make improvements and to be a leader in its field. Many of the Line's vessels have broken speed records, many have incorporated innovations in design. And next week the Company's Orsova, *the first mastless liner of her size, will leave on her maiden voyage to Australia. It is in voyages to that country that the Orient Line has specialised ever since the days of the sailing clippers. Emigrants and luxury-loving first-class passengers alike have been carried at greatest possible speed and in greatest possible comfort. While in three successive wars, the Line's fleet has played its part in carrying troops.*

ONE OF THE FIRST STEAMSHIPS OF THE ORIENT LINE: The *Garonne*, built in 1871, was one of four vessels chartered by the Orient Line in 1877 to test the possibilities of a steamship service to Australia. They were bought outright later. The *Garonne* was also a pioneer cruising ship to the Norwegian fjords.

THE FIRST STEAMSHIP BUILT SPECIFICALLY FOR THE ORIENT LINE: The *Orient*, which, when she was built in 1879, was the second largest ship in the world. She was the first vessel built specifically for the voyage to Australia. She was also the first ship equipped with electric light and a promenade deck.

NOT long after the liner *Orsova* departs on her maiden voyage to Australia, leaving Tilbury on March 17, the 1,500 passengers on board this new golden ship with the "blue Danube" name will be enjoying a pre-view of springtime in the sunny Mediterranean, and, incidentally, forging a little link with history. For this way also on her maiden voyage some forty-five years ago sailed the first *Orsova*, built in the year 1909 when the *Orient*, the first steamship built specifically for the Orient Steam Navigation Company, was completing the last run of her thirty years of service. And the *Orient*, of course, was named after the original three-masted sailing-clipper which also founded the title of the Line.

How vast the gap now is between the windjamming clippers of 100 years ago and such ships as the 29,000-ton *Orsova*, despite the clipper-like lines of her bow, is something not easily imagined. Sail has become falsely glamorised by the passage of years, but a sea voyage for our great-grandparents was an ordeal rather than an experience to be welcomed, as it is to-day. Cabins were cramped, and not only the stout oak timbers groaned on a fast sea passage, when everything below and aloft was tilted continually at one uncomfortable angle or another as the ship heeled to the wind.

In contrast, the new *Orsova* is fitted with stabilisers —the gyroscopic-hydraulic underwater "fins" which iron out a vessel's slightest tendency to roll until it is imperceptible. She has a smooth all-one-piece welded hull which has been X-ray inspected throughout its 723 ft. of length, 90 ft. of beam and 30 ft. draft. She has air-conditioning below, and games decks, which in total cover an area larger than a football pitch. And, finally, she is completely mastless—the first mastless liner of her size, an ultimate break with the most visible of the old traditions of sail.

The ships of the present-day Orient Line fleet—the *Orsova*, of 29,000 tons, the *Oronsay* and *Orcades*, of 28,000 tons, the *Orion*, of 24,000 tons, and the *Orontes* and *Otranto* of 20,000 tons—steam not only on the Australia run. This was the first company to start the "modern" idea of cruising—to the Norwegian fjords as long ago as 1889—and this year the Orient Line is putting on ten cruises, nine to the Mediterranean and one to northern waters. As well, at certain times of the year, the extension of the service across the Pacific to Canada and the United States opens up round-the-world possibilities. By first crossing the Atlantic and North America on connecting services, one may embark on an Orient liner at Vancouver or San Francisco, cruise the 2,000-odd miles to Honolulu, then voyage onwards 2,783 miles to Suva, 1,140 to Auckland, 1,274 to Sydney, and thence the 12,521 miles to London.

This way, or in the reverse direction, most of the run is through the tropics, for which the Orient ships are built.

The fleet's origins are in roots that stretch away into the past in strange, romantic directions. The first Orient Line of clippers in the 1850's sprang from the time when a certain Alexander Anderson bought a prize ship as a speculation at the close of the Napoleonic Wars, and gave the agency for operating it to the firm of James Thomson and Company, which was established in 1797 to carry on the business of ship-owning and ship-broking. In 1828 Alexander Anderson asked that his nephew James Anderson should enter the firm, and thus was sealed the association between the Anderson family and the Orient Line which continues to-day through Anderson, Green and Co., Ltd., who manage the Line.

Nearly fifty years after the nephew Anderson had entered the firm, steam was beginning to hustle sail, and hard-headed businessmen saw that a change-over was inevitable. So the managers of the Orient Line got together with Frederick Green and Company, brokers for R. and H. Green and Co., who were famous for their shipyard founded in 1612, and as the owners of Blackwall clippers sailing to India and Australia. The two concerns decided to try a joint experiment. They first chartered one steamship in 1874. Two years later they chartered three. The following year they chartered three others—with an option to purchase.

(*Continued on following page*)

THE STORY OF THE ORIENT LINE (*Cont.*)

THE UNFORTUNATE "AUSTRAL": This was the second ship built for the Orient Steam Navigation Company, and was designed as an improved and slightly larger *Orient*. On her second voyage to Australia in 1903 she sank in Sydney Harbour. Since then the names of all Orient Line vessels begin with an "O."

THE PRIDE OF THE ORIENT FLEET FIFTY YEARS AGO: The 6,814-ton *Ophir*, which joined the Orient Line in 1891. In her time she was easily the most comfortable and best-fitted vessel on the Australian run. In 1901 she carried the Duke and Duchess of York to Australia, New Zealand, South Africa and Canada.

FIRST-CLASS DINING—THEN AND NOW: *On left*—In an Orient Line vessel of about 1886. *On right*—The first-class dining-room of the *Oronsay*, which joined the Orient Line fleet in 1951. It was once a considerable ordeal to undertake the voyage to Australia, but with increasing speeds have also come higher standards of comfort. To-day the accent is on spaciousness, both on deck and below. Improved refrigeration facilities have contributed to the high standard of cuisine.

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The outcome of this exploratory working was the issue on February 12, 1878, of the prospectus of the Orient Steam Navigation Co., Ltd. (capital £44,642), to be managed jointly by Anderson's and Green's. A third party in the negotiations was the Pacific Steam Navigation Company, which was running a large steam fleet between the United Kingdom and South America. The new Orient S.N. Company bought four P.S.N. Company ships of just under 4,000 tons each—the *Chimborazo, Cuzco, Lusitania* and *Garonne*. Starting on her maiden voyage to Australia in March of that year, the *Garonne* was the first steamship to fly the Orient Line flag. The *Cuzco* made a record passage of only a few hours more than forty days. The cost of the whole fleet was less than a quarter of the price of a single Orient liner to-day, but the enterprise had made a successful beginning.

Various financial changes and rearrangements of title and management followed through the years. In 1901 closer associations with the P.S.N. Company brought into being the title of Orient-Pacific Line. Five years later the Royal Mail Steam Packet Company briefly took over the P.S.N. Company's interest and some of its ships, and the title changed again to the Orient-Royal Mail Line. Then, after only two years, the Royal Mail S.P. Company withdrew, and the fleet became once more the Orient Line.

Fierce financial struggles were sometimes responsible for these changes. It was during the 1914-18 war that things settled down. Anderson's and Green's, with Gray Davies and Company, amalgamated to form the present concern, with the Pacific and Oriental Steam Navigation Company acquiring a large share of the capital. The financial link made then was reflected in the similarity between the hulls of many Orient Line and P. & O. ships built in the twenty years that followed; it shows to-day in the family feeling between the two fleets, with the Orient Line regarding the P. & O. as something of a "big brother."

Concurrent with the changes were developments in the tasks that the Line's ships were called upon to carry out. In 1880 the first consignment of frozen meat was brought from Australia to England, and in 1888 a London magazine recorded that an Orient Line ship had recently brought a consignment of apples, pears, grapes, oranges, quinces, lemons, melons and pomegranates from South Australia—then a great innovation. The possibilities of trans-world trading were burgeoning faster.

Again, in 1883, the Orient Line contracted with the Government of New South Wales to carry emigrants from England to Australia for £15 a head for numbers up to 400, and at 10s. less per head from 400 to 600. The carriage of mails had already developed and various contracts were made over the years. Also, to use the ships when they were not needed so frequently in summer on the Australia run, cruising had begun. And as well there were such special trips as those to Spithead for the Naval Reviews at Queen Victoria's Diamond Jubilee and the Coronations that followed, and to the Schneider Trophy races in Southampton Water.

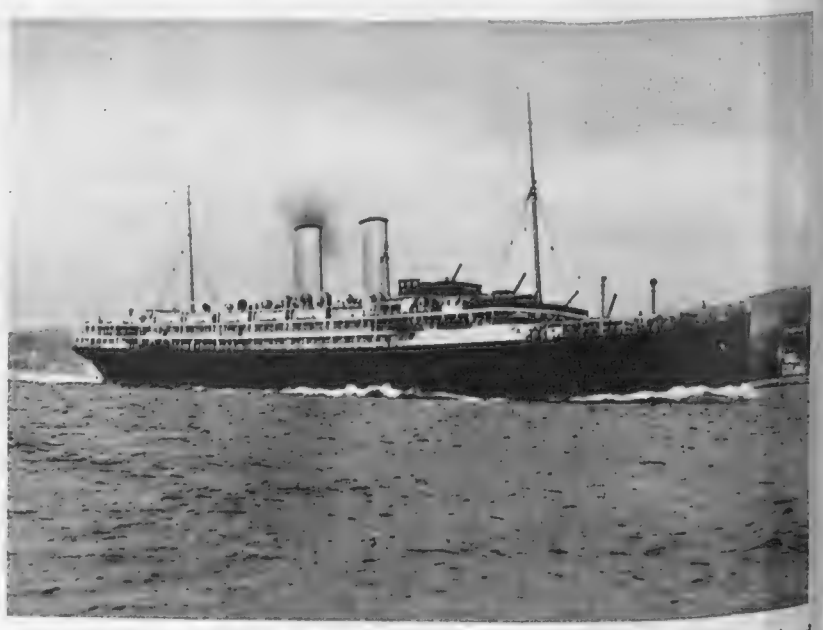
What of the vessels themselves that went about these varied duties? Half-a-million tons of ships have crossed and recrossed the oceans of the world under the Orient Line flag since those early days when it was first flown by the *Garonne*. A century ago, as we have said, there had been an Orient Line of sailing-clipper ships, taking its name from the 1,032-ton three-master *Orient*, which made a number of record passages to Australia. Then, a year after the new enterprise first tried out the idea of steam to Australia, another *Orient* was built—the first steamship specially designed for the Australia passenger trade, and, except for the unlucky *Great Eastern*, the largest ship then in the world.

This *Orient* was a great ship. She had the straight stem and superstructure of a steamship—and four square-rigged masts, with billying sails which must have been blacked by the smoke from her funnels. Her promenade deck was something new in those days. She was the first ship to be fitted with electric light, and the first in the Australia trade to have refrigeration—which to-day we take for granted, but which meant then that passengers no longer had to share their decks with cattle, and slaughtering could be done ashore.

In the whole thirty years of her life the *Orient* never once broke down. But the *Austral*, designed two years later as an improved *Orient*, sank in Sydney Harbour on an even keel while coaling on her second voyage, and was raised six months later only when a cofferdam had been built round her. The most significant mark left by the *Austral* is that the name of every Orient Line vessel since has always begun with an "O."

Only ten years after the *Austral* came the *Ophir*, the first ship with twin screws on the Australia run. She was a handsome ship, with an impressive speed, but very expensive to run. However, she attained distinction in being converted in 1901 into a Royal yacht to carry the Duke and Duchess of York (later King George V and Queen Mary) on a similar Royal tour to Queen Elizabeth's and Prince Philip's this year: *via* Suez to Singapore, Australia and New Zealand, and then *via* South Africa to Canada, and home.

The *Ophir* ended her days first as an armed merchant cruiser and then as a hospital ship in the 1914-18 "Kaiser's" war, in which the next dozen Orient ships were all involved one way or another. Mostly they became troopships, and several were sunk by torpedoes. Greatest of them all was the *Ormonde*. She was laid down in 1913 and stayed in service until 1952, linking the two wars. The *Ormonde* first became a trooper



A LONG-LIVED ORIENT LINER: The first *Orsova*, which was built and commissioned in 1909 and remained in service until 1936, after completing seventy round voyages to Australia. The 12,036-ton liner was a troopship from 1915-17.

THE "ORCADES," FIRST OF THE POST-WAR LINERS: The 28,000-ton vessel joined the Orient Line fleet in 1948. Her funnel, mast and bridge are merged into one unit. *On right*—A painting of the Coronation Naval Review at Spithead last year, showing the *Orcades* leading the Merchant Navy vessels through the Fleet.

in 1917, was converted for the mail run in 1919, and twenty years later again was carrying troops in almost all the major evacuations and landings, including North Africa, Sicily and Salerno. She finished her service as a migrant carrier to Australia, and made her seventy-fifth and last voyage two years ago, having steamed over 2,000,000 miles and carried some 350,000 passengers.

"Hitler's" war brought more adventures to Orient Line vessels, by now mostly ships of around 20,000 tons. The *Orama II*, built in 1924, was sunk during the evacuation of Norway. The *Oronsay I*, brought home, with the help of a school atlas, from St. Nazaire at the fall of France, when her wheelhouse, chartroom and navigational gear were all smashed by enemy action, was eventually torpedoed off the West Coast of Africa. The *Orcades* (24,000 tons) was sunk the next day in the South Atlantic, after successfully evacuating civilians and forces from Singapore and Java. And the *Orford* was burned out in Marseilles Harbour after air attack, her crew escaping across France back to England.

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A LINK BETWEEN THE TWO WARS: The 14,982-ton *Ormonde* was actually laid down in 1913, but her launching was delayed by the First World War. She started life as a trooper in 1917. In the last war the *Ormonde* took part in almost all the major evacuations and landing operations. She finally became a migrant carrier to Australia until 1952.

THE "ORION" BEFORE RECONSTRUCTION: This vessel, when she was built in 1934, provided a complete break with the traditional. She has only one funnel and one mast, and her interior was entirely novel at the time. In 1946 the 23,696-ton liner was rebuilt and enlarged.

THE STORY OF THE ORIENT LINE (*Cont.*)

THE NEW LINER WHICH SAILS ON HER MAIDEN VOYAGE NEXT WEEK: An artist's impression of the 29,000-ton *Orsova*, showing some of the innovations incorporated in her design. The second ship to bear the name, she is mastless, because her engines and funnel are further forward than was hitherto usual. The funnel is used to carry the wireless aerials and essential rigging for the signal halyards. Thus even more deck-space is made available for the 1,500 passengers which the vessel can carry and the crew of 620. The *Orsova* has a service speed of 22½ knots, which enables her to make four round voyages to Australia each year.

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Most important of the Orient Line ships that survived the war was the *Orion*. This ship had set a new fashion for the line, emerging in 1935 from the Vickers-Armstrongs shipyard at Barrow-in-Furness with one funnel, one mast, and her hull painted corn colour—as opposed to two funnels, two masts and the black hull of her predecessors. "The managers of the Orient Line believed that modern travellers, particularly those who journeyed in tropical waters, appreciated clean lines, simple materials and an absence of complicated detail," says Sir Colin Anderson, who is a trustee of the Tate Gallery and President of the Society of Industrial Artists, as well as a director of Anderson, Green and Co., Limited. "They firmly held that function governed basic design, and that as far as hulls are concerned, pale colours augur fine weather, smooth seas and pleasant voyaging."

Out of this "through function to design" philosophy grew the profile of the *Orion*, still a modern-looking ship after a score of years, and the shape of new Orient Line vessels since then, including the new mastless *Orsova*. *Orion's* interior design was another innovation, based on the same idea. From the lampshades to the layout of the public rooms, all was put into the hands of one man, Brian O'Rorke, A.R.A., F.R.I.B.A. Acting as producer-manager to a company of craftsmen and designers, he has been responsible for the interior design of all Orient Line ships since.

The *Orsova*, soon to embark on her maiden voyage, is the third Orient Line ship to be launched since 1945. The second was the *Oronsay*, and the first was the *Orcades*, at the time of her launch the largest ship in the world to be completed post-war. *Orcades* set the style of merging funnel, mast and bridge into one unit, not unlike a warship, which now goes a step further with the disappearance of mast altogether. The point is that without masts there is more room for the games decks so necessary for a long voyage, and that any part of a ship which has lost its function should logically and artistically no longer be retained in the design.

THE "ORSOVA" UNDER CONSTRUCTION AT BARROW-IN-FURNESS: The new liner at the shipyards of Vickers-Armstrongs. The facilities there have made possible welding throughout the ship's hull. Units of up to 50 tons each have been completely fabricated in the assembly shop and later fitted into place on the berth. The absence of overlapping plates and rivets on the hull will add half a knot to the ship's speed.

A timely underlining of maritime progress on these lines occurred last year when to the Orient Line was accorded a great honour for so small a fleet. The *Orcades* was chosen to lead the Merchant Navy vessels through the Fleet at the Coronation Review—and, as it happened, this took place exactly a century after the launching of the original three-masted sailing-clipper *Orient*, name-ship of the Line.

The new Orient Line century of transworld navigation and evolving style begins now with the *Orsova* slipping away down the London River, as the tall-sparred clipper ships of old once did when masts and sails provided the power.

THE FUNNEL IS LIFTED INTO POSITION: The *Orsova's* 50-ton funnel has a novel shape for Orient liners. It has the functional purpose of dealing with smoke and smuts so that they will be as little noticed as possible. Besides helping to make up for the absence of a mast, the funnel can contain ventilating intakes and the discharge from the boilers. It is nearly 44 ft. in height and has a width of 21 ft. 3 ins.

A FIRST-CLASS CABIN: The *Orsova* is the first passenger ship ever to be built without any painted cabins. The walls are covered with plastic materials pale in colour. The bedspreads, curtains and chair covers are in striped cotton seersucker, the bedspreads with a bold overprint. The predominating colours in the first-class cabins are beige, green and pink.

THE SCENE IN THE HOUSE OF REPRESENTATIVES SHORTLY AFTER PUERTO RICAN FANATICS HAD FIRED ON THE CONGRESSMEN : While the House was voting last week, two men and a woman suddenly opened fire on the Congressmen below, shouting "Free Puerto Rico!" The assailants, who were speedily disarmed and arrested, belonged to a small group of fanatical Puerto Rican nationalists. Five Congressmen were hit by bullets.

GUNMEN FIRE ON THE U.S. CONGRESS

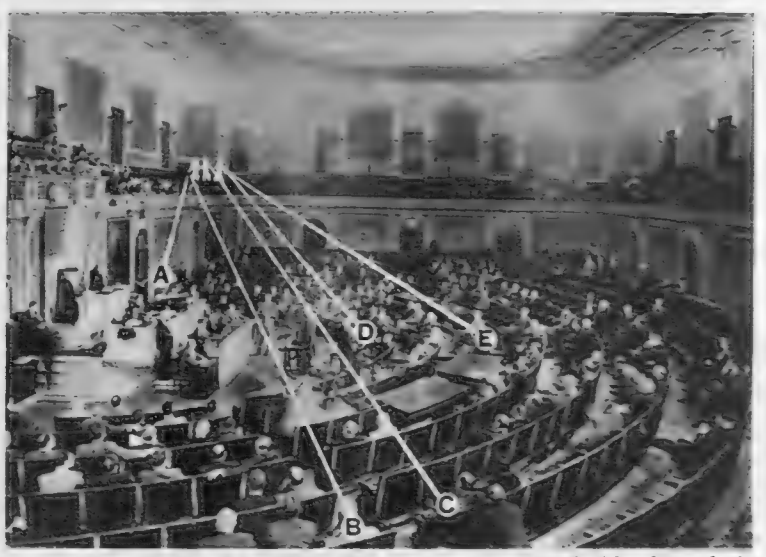
Puerto Rican Nationalists Wound Five Representatives as the House Goes to Vote

On Monday afternoon of last week, while America s House of Representatives voted on a Labour Bill, a fusillade of shots rang out from the Visitors' Gallery. Five Congressmen fell wounded, one of them seriously. In the gallery guards seized two men and a woman who, wild-eyed, was screaming "Free Puerto Rico!" Once again terrorists from that Caribbean island were attempting assassination as a means of getting independence from American rule: in November 1950 they had tried to kill President Truman.

The gang were Lolita Lebron, Rafael Miranda, Andres Cordero and Irving Flores—all Puerto Ricans living in New York. Their victims in the debating chamber were Representatives Bentley, of Michigan; Jensen, of Iowa; Davis, of Tennessee; Roberts, of Alabama; and Fallon, of Maryland. Alvin Bentley was the only one of them dangerously hurt. In the handbag of Lolita Lebron, who seemed to be the ringleader, police found a note which read: "Before God and the world my blood claims for the independence of Puerto Rico. My life I give for the freedom of my country. I state for ever that the United States of America are betraying the sacred principles of mankind in their continuous subjugation of my country."

The Governor of Puerto Rico, Senor Munoz Marin, flew to Washington specially to assure President Eisenhower that "the four people engaged in that lunacy were members of a very tiny group of terrorists in Puerto Rico numbering less than 500 in a population of 2,250,000."

FOUR WOULD-BE ASSASSINS : Four of the conspirators are seen lined up at Washington police headquarters after the shootings. Left to right, they are—Irving Flores, Rafael Miranda, Lolita Lebron and Andres Cordero. The last three were seized in the Capitol.



HOW THE CONGRESSMEN WERE SHOT : The diagram of this view of the debating chamber shows how the spray of bullets from the Visitors' Gallery, near the Press box, found their victims. Representative Jensen, a Republican from Iowa, was shot in the back at A; Representative Roberts, Democrat from Alabama, fell with a leg wound at B; Representative Fallon, Democrat from Maryland, was wounded in the hip at C; Representative Bentley, Republican from Michigan, was the most seriously hurt, being hit twice at D, one of the shots piercing his chest and abdomen; Representative Davis, a Democrat from Tennessee, was wounded in the right leg at E. The gunmen fired about thirty shots in all from their German Luger automatics; so heavy was the fusillade that some Congressmen thought they were under fire from a machine-gun. Lolita Lebron's marksmanship was particularly wild; many of her shots hit the ceiling, bringing down showers of plaster.

THE GOVERNOR CALLS ON THE PRESIDENT : Senor Luis Munoz Marin, the Governor of Puerto Rico, flew to Washington immediately after the shootings to call on President Eisenhower and assure him that all was being done to stamp out the nationalist "lunacy" in his country. It has been estimated that America puts about a million dollars a week into Puerto Rico in one way or another.

THE WOMAN IN THE CASE : Lolita Lebron, aged thirty-four, was the ringleader according to a note in her handbag.

THE ARMOURY : Four German Lugers and a Puerto Rican flag were taken away from the gang. As she was arrested, Lolita Lebron pulled out the flag and waved it, at the same time screaming nationalist slogans.

A GENERAL VIEW OF THE GARDENS OF MUSIC SECTION AT THE "DAILY MAIL" IDEAL HOME EXHIBITION AT OLYMPIA: In this section there are fifteen exhibits by some of the leading gardeners and nurserymen in Great Britain. During the time that the exhibition is open to the public, a quintet plays music in the Gardens Section and there are experts to hand to answer any query that the visitor may wish to make concerning the exhibits.

IDEAL GARDENS for IDEAL HOMES

SOME OF THE MANY BEAUTIFUL GARDEN LAYOUTS AT THE IDEAL HOME EXHIBITION AT OLYMPIA

Since its inception in 1908, the *Daily Mail* Ideal Home Exhibition has played no small part in influencing the history of gardening in this country. At the very first exhibition, the French system of raising plants by means of cloches or glass frames was shown, and there are very few gardens in England to-day without such aids.

This year the entrance to the Gardens of Music Section, where music is played continuously, is made through an avenue of cupressus trees leading to a display of orchids under a grotto of the Sun God. In the Gardens Section proper, there are fifteen stands by some of the best-known gardening firms in England, and although the display of flowers on the stands is immensely varied, every plant is able to withstand the rigours of our robust English climate. Among such variation it is difficult to find a common theme, but perhaps the majority of exhibits seem to have a tendency to ease of maintenance—an important factor in these days, when few people seem to have all the leisure that they would wish to devote to gardening.

Probably one of the most attractive shows in the Gardens of Music is one that seems, at first, to have very little to do with gardening. This is the large, airy cage in which hundreds of varieties of butterflies can be seen feeding upon their own particular plants. These butterflies have been bred in captivity by Mr. Leonard Newman, well known for his B.B.C. talks, at his butterfly farm in Bexley, and have been gradually awakened from hibernation, so as to take part in the exhibition. The spring flowering growths on which the butterflies feed will be replaced regularly, and during the exhibition some 250 butterflies will have been released.

A YORKSHIRE ROCK AND TERRACE GARDEN: In this layout by Fitzpatrick and Sons, of London, E.3, an attempt has been made to create a labour-saving garden. Twenty tons of rock, specially brought from the Cheddar Gorge, are incorporated in this design.

A TERRACED ROCK-GARDEN IN A HILLY SETTING: This pleasant layout is by Granville Ellis, of Sunningdale, Berkshire. The design incorporates a garden house with latticed windows and a seat by a "peep-hole" in the wall.

A SEMI-FORMAL GARDEN WITH PLANTATIONS OF ORNAMENTAL TREES : A design shown by the Winkfield Manor Nurseries, of Ascot. The garden, with the Summer House, may be adjusted to suit any site. This year, as in previous years, visitors have been much impressed with the splendour of the Gardens Section.

RHODODENDRONS ROUND THE GATE : A corner of the stand of George Whitelegg, from Sevenoaks, Kent, in the form of a colonnade garden surrounding a paved terrace. With the rhododendrons in the bed in the foreground are azaleas, camellias, and prunus.

On left—
BUTTERFLIES FOR THE BLOOMS : Mr. Leonard Newman seen placing dummy butterflies on some rhododendrons. No matter what weather conditions are prevailing outside, the visitor can be sure of summer conditions.

On right—
ANOTHER CORNER OF THE GARDENS OF MUSIC SECTION : Double tulips and wisteria are featured in this garden by Wallace, of Tunbridge Wells.

ANOTHER LABOUR-SAVING GARDEN : A layout by Old Welwyn Gardens, of Herts, showing both formal and informal gardens. The Garden Room (right) looks on to the Rock and Watergarden, which is sown with plants and shrubs that provide interest the whole year round. Rock gardens lend themselves to both small and large plots, and, as a wide variety of plants requiring a minimum of attention can be grown in them, they are proving even more popular in these days of little leisure.

THE BROLGA—THE SACRED BIRD OF THE ABORIGINES : This bird is referred to frequently in aboriginal folklore, and its ceremonial dance is one of the most extraordinary performances of any bird in the world. This photograph, and the others on these pages, are reproduced by permission of the Australian National Publicity Association and the Victorian Government Railways.

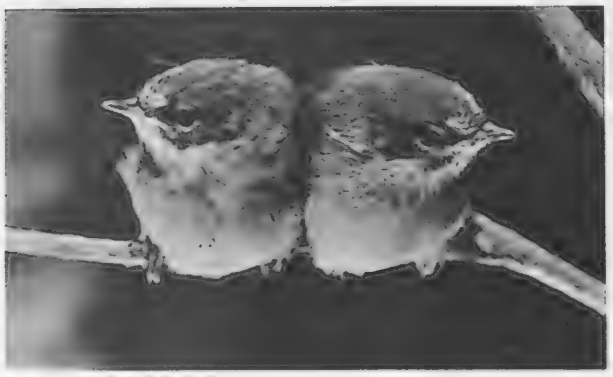
THE APPROPRIATELY-NAMED SPOONBILL : The Royal Spoonbill, the species seen in this picture, is a typical wading bird, using its long, broad, spoon-shaped beak to shovel through the mud and slime of the swamps in its search for food.

BIRDS in the BUSH

By

ALASDAIR ALPIN MACGREGOR

Some of the Many Fascinating Birds Found in Australia, Described by the Well-known Scottish Author, who has Recently Returned from there



AUSTRALIAN WRENS : These two White-Browed Scrub-Wrens, despite their proximity, appear not to be on speaking terms. The Scrub-Wrens feed mainly on insects.

THE WHITE GOSHAWK—A PROUD REPRESENTATIVE OF THE HAWK FAMILY : This bird is widely distributed throughout the densely-wooded coastal areas of Australia.

AUSTRALIA is surely a land of exceptional opportunity for the ornithologist. There are so many birds ; and so many are unique. During some 45,000 miles of travel in and about this fantastic land, it was my good fortune to have seen all its better-known species, and a considerable number of its lesser-known, not imprisoned in cages nor in museums, stuffed, but completely unfettered in their native surroundings.

It was towards evening when, from a plane about to touch down at Longreach, in Queensland, I espied my first Brolga. A pair danced within a stone's-throw of the runway, heedless of our noisy and rapid descent. The Brolga, or Native Companion, is a bird grey of plumage, with a red patch on the back of its head. It is found nowhere else but in Australia ; and it is the only true Australian member of the crane family.

Brolgas assemble in flocks of a hundred or more to perform their ceremonial dance, choosing for it a wide, open space upon which they can form one large circle. At the centre of the circle the leader goes through all manner of grotesque movements, which are imitated by the birds forming the circle. No wonder the corroborees danced by the Australian aborigines of Queensland include so many movements borrowed from the Terpsichorean performances of this extraordinary bird ! Aboriginal legendary is full of references to it.

Australia possesses three species of Spoonbill—the Royal (as in the photograph), the Yellow-billed and the Yellow-legged. They are all essentially birds of the streams and swamps and lakes. The latter two are found throughout Australia, generally. The first mentioned is absent from Western Australia.

These birds, so appropriately named, occur singly or in pairs, or in small flocks. The Royal Spoonbill of Northern and Eastern Australia is a typical wader, stalking among reedy and weedy swamps, using its long, broad bill to shovel through the mud, for its food of small fish, molluscs and water insects. It nests a few feet above the water, on a large and buoyant raft, as it were, composed of flotsam and jetsam, and lays three or four chalky-white eggs.

Australia has no dearth of Wrens. Neville Cayley, in his admirable guide to the continent's birds, lists more than fifty species. Among these is the White-Browed Scrub-Wren. It ranges from Southern Queensland to Victoria and South Australia, in localities characterised by dense undergrowth, where it feeds mainly on insects. Cayley describes its call-note as a double whistle repeated several times. If approached while nesting, it utters a harsh, scolding note. Its eggs are whitish or grey, with a dark band of purplish-brown at the larger end.

I had been in Melbourne but a few days when friends invited me to their apple-farm at Kyneton, several hours' journey by train. The heavy rain that had been falling on my arrival suddenly ceased for a few moments, during which a number of Kookaburras perched on the dripping gum-trees surrounding the bungalow and began their fiendish laughter.

THE JOKER OF THE BUSH : A Kookaburra seen guarding his supper. Although he occasionally deprives a domestic hen of her chicks, the Kookaburra, or Laughing Jackass, is regarded with great affection.

It was truly deafening, but no less fascinating, in the way that things eerie often are. I was soon to share with the dwellers in the bush an affection for this bird and its laughter. Its speech is surely one of the most familiar and characteristic sounds in all Australia.

The Kookaburra (sometimes called the Laughing Jackass, and certainly not inappropriately) is a member of the Kingfisher family, though he seldom goes a-fishing. For all his raucous behaviour, he is a friendly fellow, often adding a touch of joviality to a homestead lonely and remotely situated. He is a bird of prey, of course. His diet consists mainly of rats and mice, snakes, lizards, frogs and small birds. Occasionally, he will deprive a domestic hen of one of her chicks. No bird occupies a higher place in popular sentiment in Australia than this inimitable joker.

The Hawk family is well represented by eagles, falcons, kestrels and goshawks. The tame White Goshawk illustrated is in the Sir Colin MacKenzie

WILD WINGS AT DAWN: The Straw-Necked Ibis, seen in this picture fluttering around their rookery in a Murray River swamp, breed in colonies, sometimes numbering many thousands. There are three species of this bird in Australia; the Glossy Ibis and the White Ibis being the others. All three species of this bird are known by a variety of other names in the different parts of Australia.

THE EMU—AUSTRALIA'S LARGEST BIRD AND, WITH THE KANGAROO, A PROUD SUPPORTER OF THE COMMONWEALTH COAT OF ARMS: This specimen is an albino, kept as a pet in a Queensland park. Although flightless, the emu can move with surprising speed across the desert plains of South Australia, where it is mainly found.

Sanctuary at Healesville. Goshawks are distributed throughout Northern, Eastern and Southern Australia, and Tasmania, chiefly in the densely-wooded coastal areas. They are also found in New Guinea. The nest is large, built of sticks in the loftiest branches of trees, and lined with leaves, fur or feathers. Though small birds are greatly at the Goshawk's mercy, it feeds largely on insects, especially on grasshoppers and cicadas.

Another notable Australian bird is the Ibis, three species of which are common—the Glossy, White and Straw-Necked. Like the Spoonbill, it frequents lakes, streams and swamps, and the margins of pastoral country. This bird goes by several names. The Glossy is sometimes known as the Black Curlew, doubtless from the resemblance of its long, slender beak. The White is often called the Sickle-bird. The Straw-Necked has many names—Letter-bird, Dryweather-bird and Farmer's Friend. The last of these it earned through its feeding so helpfully on pestiferous insects. As the devourer of countless injurious insects—locusts especially—and their larvæ, it is useful to agriculture, and for this reason is protected by law.

A PAIR OF LITTLE PENGUINS: These birds, sometimes called the Blue, or Fairy, Penguin, come from Philip Island, off the Victorian coast, where many bird-lovers make frequent excursions from Melbourne to see the parades of the penguins, which are most impressive when seen by torchlight. These quaint, flightless birds are found only in the Southern Hemisphere, mainly in the Antarctic and sub-Antarctic regions.

Being largely of a wandering disposition, it travels over vast areas, mopping up harmful insects wherever it goes. In the cultivated parts, flocks of Ibis may be seen following in the wake of tractor or plough, as gulls do in our own country at ploughing-time.

Pride of place among the birds of Australia is accorded the Emu, one of the Supporters of the Commonwealth's coat-of-arms. It is the continent's largest bird. Although flightless like the Cassowary, it travels at an amazing speed. On the desert plains of South Australia I saw, for the first time, the Emu as nature knows it. I had come upon a flock of between 200 and 300. For all the broiling sun and the painfully hot sands, I was able to stalk them with my camera. What a sight! And with what incredible speed they fled! On a dull morning some weeks later, I was to get even closer to another large flock, standing among the she-oaks—the casuarinas—dotted about the wilderness between Broken Hill and the Darling River.

Of the birds of the seashore and the ocean, perhaps the most fascinating is the Little Penguin, sometimes called the Blue, or the Fairy, Penguin. It is distributed throughout Eastern and Southern Australia, and Tasmania. Penguins are flightless, of course; and they are found only in the Southern Hemisphere, principally in Antarctic and sub-Antarctic regions.

I had an opportunity of seeing Fairy Penguins at close quarters on Philip Island, off the Victorian coast. Excursions from Melbourne to Philip Island, in order to witness, by torchlight, a Penguin Parade, are a common occurrence among the ever-growing ranks of people interested in matters ornithological.

Nowhere in Australia does one find a greater variety and density of sea-birds than about the coastal regions of North Queensland. Upon the cays or low inlets there, I have seen concentrations of sea-fowl as astonishing as anything to be witnessed upon the stupendous cliffs of Mingulay or of St. Kilda, in the Outer Hebrides, or of such isolated isles of the Shetlands as Noss.

Space will not permit of my more than mentioning many other remarkable birds, among the more interesting of which are the Mutton-bird, the Bower-bird with its play-pen, the Lyre-bird and the Bell-bird.

A BEACH FULL OF SOOTY TERNS: Thousands of Sooty Terns seen at Michaelmas Bay, Cairns, in Northern Queensland. Many bird lovers frequent the northern coast of Queensland, where a great variety of sea-birds can always be found. Mr. MacGregor compares this area with the Outer Hebrides or the Shetlands.

First Night at Covent Garden

The Sadler's Wells Company offers a New Production of Delibes' Ballet "Coppelia"

The opening night of the new production of *Coppelia* at Covent Garden was a considerable success for the young South African ballerina, Nadia Nerina, who danced the principal role of Swanilda. In this fairy-tale ballet she is the mischievous village girl who, when her fiancé falls in love with a doll, breaks into the dollmaker's shop and fools the old man into thinking that she is one of his dolls come to life. Then she smashes his dolls and wins back her fiancé.

For this production Dame Ninette de Valois, director of the Sadler's Wells Company, has revised the ballet, putting some new business into the first two acts and rearranging the Masque of the Hours in the third. Osbert Lancaster has done the decor, and has introduced some bizarre touches.

In the opening performance Nadia Nerina established herself as a first-rate character-dancer, varying her moods strikingly as the ballet progressed. David Blair, in his first principal role at Covent Garden, was a good partner throughout, and Frederick Ashton shone as Dr. Coppelius.

LOVERS REUNITED : David Blair and Nadia Nerina (on left) dance triumphantly in the gay finale of Delibes' *Coppelia* at the Covent Garden Theatre. This production of *Coppelia* is an entirely new one, with decor by Osbert Lancaster and revisions by the company's director, Dame Ninette de Valois. David Blair, a newcomer to Covent Garden, though he has danced previously with the junior company at the Sadler's Wells Theatre, danced his first principal role on the opening night. Nadia Nerina, a twenty-five-year-old South African, made a great impression.

THE TOYMAKER : Frederick Ashton, dancer and choreographer, takes the part of Dr. Coppelius, the toymaker who dabbles in magic spells. Mr. Ashton delicately makes the old man comic without resorting to clowning.

SWANILDA AND FRANZ : With this performance, Nadia Nerina danced her way into the top rank of character-dancers. Though she is a good classical dancer, her style seems to mark her out for character parts.

THE TOYMAKER PASSES A SPELL : The toymaker's shop is fitted up by Osbert Lancaster with more than a mere collection of unfinished dolls; though bizarre, the set preserves the fairy-tale atmosphere of the story. *Coppelia* stays in the repertory with three changes of principals.

Repairs Below the Surface in London

New Drains are Being Built in St. James's Park and Work Begins on Laying a New Track for the Underground

NEW DRAINS FOR ST. JAMES'S PARK : Some of the concrete conduits which are being used in the building of new drains in St. James's Park can be seen in the left foreground. They are replacing the old brick main drain which runs through the park from Horse Guards Parade, seen in the distance, and which was damaged during the war.

WHE : HIGH-EXPLOSIVE BOMBS DAMAGED THE DRAINS : The old drain was disturbed during e war when a large number of bombs fell near this part of St. James's Park. In the ckground are the Admiralty Citadel and, in the centre, the Horse Guards Parade.

NEW RAILS FOR LONDON'S UNDERGROUND : Gangers at work on a stretch of line near Lambeth North Underground Station. For the first time since they were laid forty-seven years ago, London's tube tunnels will get new "floors." The new lines will have concrete sides and shingle in the middle, and noise will be reduced by welding the lines. The sleepers will be of jarrah, a hard Australian wood, set in concrete. Forty-three miles of track will be laid altogether, and it is estimated that it will take eighteen years to complete the task. The stretches of line which are affected are the central London sections of the Piccadilly, Northern and Bakerloo lines. No trains are being stopped, as the work is carried out during the night between 1.30 a.m. and 5.30 a.m.

BURROWING UNDER A ROYAL PARK : The intricate work of building a new drain is seen in progress in St. James's Park. Considerable excavation has to be done before the concrete conduits are put in position.

TESTING FOR CLEARANCE : A gauge the size of a train body measures the clearance between coachwork and tunnel walls before work begins on one stretch of rail. It takes three weeks to lay each hundred-yard section of new track. It is estimated that since the lines were completed in 1906-7 nearly 30,000,000 trains have passed over them.

The HOME NEWS in PICTURES

A SURVEY OF RECENT EVENTS IN ENGLAND AND SCOTLAND

QUEEN ELIZABETH THE QUEEN MOTHER GOES TO CHELTENHAM : The Queen Mother is seen in the paddock talking to a group of trainers and stewards before the start of the National Hunt Handicap Steeplechase, in which she saw her horse, M'as-tu-vu, run unplaced. Despite a fall of snow during the previous night, the race was run under ideal conditions. *On right*—An exciting moment during another race, the National Hunt Steeplechase. Captain S. Wright is on the ground after he had fallen from his horse, Funny Boat. Captain Wright's fall brought down six other horses at this jump. On the left of this picture is Mr. J. Daniell, riding That's the Spirit, who came second, and on the right, Mr. J. Cox, a veterinary surgeon, on Quare Times, which was the winner. In third place was Kenya Canna

A DANISH LIGHT OBSERVATION AIRCRAFT AT FARNBOROUGH : This aircraft, the KZ X, manufactured by the Skandinavisk Aero Industri Company of Copenhagen, is seen at the Royal Aircraft Establishment at Farnborough, where it is undergoing extensive tests. The KZ X is one of Denmark's latest aircraft and was developed from the KZ VII light touring monoplane.

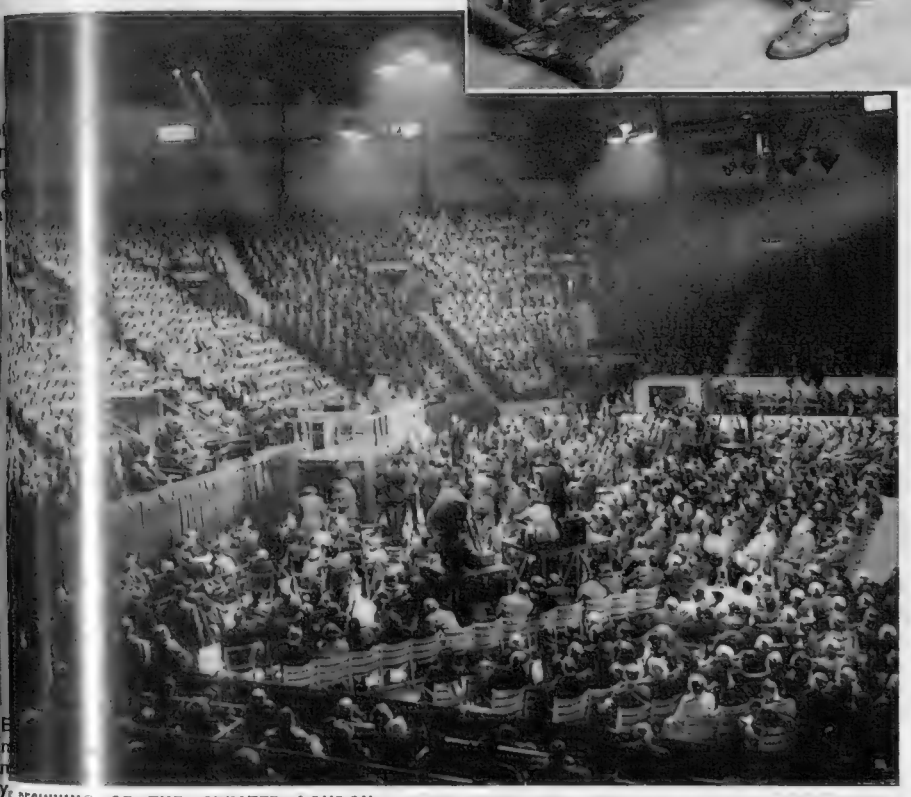
THE SENATORS SEE THE HUNTER : Senator Stuart Symington (left), a Democrat, and Senator Styles Bridges, a Republican, are seen standing before a Hawker Hunter jet fighter aircraft at Dunsfold Aerodrome. The Hawker Siddeley Group have received a large number of orders for the Hunter from America, for N.A.T.O. countries.

MR. FELIX TOPOLSKI GOES UNDERNEATH THE ARCHES : The well-known artist is seen looking at his new studio, which is between one of the spans of Hungerford railway bridge. The window comes from the Westminster Abbey Coronation Annexe.

On right—

THE HOUSE IN EDINBURGH WHICH IS TO BE OCCUPIED BY THE DEAN OF THE THISTLE AS A GRACE-AND-FAVOUR RESIDENCE : This house, which is at 36, Moray Place, was given to the Queen by the Lord Provosts of Edinburgh, Glasgow, Perth, Dundee and Aberdeen, and the Queen, in turn, has bestowed the house on the Very Rev. Dr. Charles L. Warr, the Dean of the Thistle and Chapel Royal. It is believed to be the first grace-and-favour residence granted in Scotland. Announcing the gift, the Lord Provost of Edinburgh, Sir James Miller, said that the house was given to the Queen to mark the Coronation. The house itself is of no particular historic value. It is situated on the corner of Moray Place and Great Stuart Street and forms part of a block. Built in 1822 on land feued by the Earl of Moray, it was designed in the classical tradition by the Scottish architect James Gillespie Graham.

HOE THE MINISTRY OF WORKS RESTORATION STUDIO IN LONDON: *Above*—Mr. Henley Blake, a Ministry artist, seen studying a painting from the collection at Wrest Park, Silsoe, Beds, with the aid of an electric examining glass. *On right*—A general view of part of the studios at Regent's Park, in London. The portrait on the extreme right of this picture is from the British Embassy at Madrid. The Ministry of Works Restoration team has under its care all the pictures and paintings in the buildings which come under the Ministry's charge. Among important tasks recently performed by the team are the examination of the Coronation Chair, and the uncovering of the murals discovered by Mr. Henley Blake at the Tower of London.



BEGINNING OF THE GREATER LONDON CRUSADE AT HARRINGAY ARENA: The large arena is seen packed at the first of the meetings that are now being held by the American evangelist Mr. Billy Graham. In front of the rostrum, news-reel and Press camera-men are seen crowding, and behind it, the massed choir, which on this night numbered 2,000 voices, are sitting. The choir stretches well over to the right of this picture. More than 11,000 people filled the arena on the first night to hear Mr. Graham and his team of "gospellers" from America. Over 200 of the audience claimed to have been brought to contrition by the evangelist's speech, and came forward to the rostrum at the close of the meeting.

RIPENING BANANAS AT KINGSTON-ON-THAMES: In this picture bananas that have been ripened in the store-room are being packed ready for sale to retailers. The bananas are taken to the store-rooms direct from the docks, and arrive in an unripe, green condition. For four days they are hung in a room heated by specially-controlled gas appliances. This is sufficient to ripen them to their usual golden colour.

right—

BOVE TUESDAY IN OLNEY, BUCKS: The British Association of British Square Dance Clubs, watched by a large audience, are seen during the dancing held to mark the running of the Shrove Tuesday pancake race, which is held in competition with a similar event in Liberal, Kansas, U.S.A. This year the American race was run in the faster time. The winner of the English race at Olney was Mrs. Joan Kreech. The race was watched by Miss Eleanor Allen, on behalf of the United States Embassy in London, and she presented the winner with a prayer-book and a pressure cooker.

The SEARCH for a LOST BOY

A Frogman Finds the Body of the 11-Year-Old Boy who Disappeared from his Home in Lancashire Last Week

On right—

POLICE AND A FROGMAN SEARCH A DISUSED QUARRY FOR THE MISSING BOY: This picture was taken last week-end at Horwich, Lancs, during the extensive search for eleven-year-old Alan Anderton, who had disappeared from his home on the previous Tuesday. During his first underwater search, over the week-end, Mr. Ian Fraser, V.C., the frogman, found nothing. But on resuming his quest on Monday, equipped with special lighting apparatus, Mr. Fraser was successful, and located the boy's body, which was eventually brought to the surface.

On left—

THE FROGMAN PREPARES TO SUBMERGE IN THE QUARRY: Mr. Ian Fraser, V.C., a former Navy Lieutenant, pauses to get his bearings before plunging into the ice-blocked waters of the quarry to continue his search.

On right—

AFTER THE SEARCH: Ian Fraser, V.C., walking along a ladder to the top of the quarry after his first fruitless search. Elsewhere over a large part of Lancashire, similar operations were being carried out in a search which developed into one of the biggest hunts held in the North of England for many years. Police asked for 1,000 volunteers to help them in the search, and over 2,000 people offered their services. Among the first volunteers were the parents of an eight-year-old boy who disappeared at Christmas and whose body was found after an intensive five-day search.

CLEANING THE ORNAMENTAL PENDANTS AND DECORATIVE PLAQUES IN THE GREAT HALL AT HAMPTON COURT: These tasks are all part of the general spring-cleaning now in progress in the Hall, which has been temporarily closed.

SPRING-CLEANING AT HAMPTON COURT

Restoration and Cleaning Operations in Progress in the Great Hall

SPONGING-DOWN THE EAST WINDOW: As well as being cleaned, parts of the Great Hall at Hampton Court, which was built in 1530 at the orders of Henry VIII, are to be restored. Among the contents and fittings which are to be reconditioned are the Henry VIII, Van Orley and Cardinal Wolsey tapestries, which have not been on view to the public since before the war. The repair work is being carried out by a French needlewoman who has studied tapestry-making and restoration in Paris for two years. It was in the Great Hall that the King's Company of Actors, of which Shakespeare was a member, gave a series of six performances in 1603. The roof, of a single hammerbeam design, is said to be one of the finest examples of its period in Europe.

ICE-FLOES ON THE BOSPHORUS : The straits at Istanbul when they were almost blocked solid by ice which had floated down from the Black Sea. This is an extremely rare occurrence, and is the occasion for a certain amount of festivity among the local inhabitants. They take the opportunity of doing the proverbially impossible—walking across the Bosphorus. The last time the ice-floes had blocked the straits at Istanbul was some twenty-five years ago, but this year the conditions were reported to be worse. In many cases the blocks of ice had become stationary, and it became extremely difficult to shift them and resume normal traffic. As in the rest of Europe, the winter in Istanbul this year has been of exceptional severity.

THIS WINTER

Ice and Snow in Early March in Turkey, Canada, the United States and England

SNOWDRIFTS HOLD UP TRAFFIC IN CANADA : This aerial view shows traffic crawling along a main road in Western Ontario as motorists became trapped in snowdrifts. Small towns between Windsor and London, Ontario, were cut off by drifts up to 10 ft. high during the snowstorm.

CLEARING SNOW AS FAST AS IT FALLS : A street in Chicago being cleared while a remarkable snowstorm is in progress. A record fall of snow in one day covered the city to a depth of 12 ins. The belt of snow extended from St. Louis to the Great Lakes and brought traffic to a standstill.

EVEN THE SNOW-PLOUGH WAS STRANDED : England in March. No headway could be made by these vehicles, large or small, at Woodhead, Cheshire, on the main Sheffield to Manchester road. The drifts were the result of a severe blizzard which closed the road for many hours. Heavy snowfalls followed spring weather in all parts of Britain.

THE ROYAL AUTOMOBILE CLUB RALLY

The 1954 Event, which Ends to-day, has every Chance of Being Remembered as the Best-organised Rally ever Held in Britain

BY "THE SPHERE" MOTORING CORRESPONDENT

BY the time these Notes appear the Royal Automobile Club Rally will be almost over. It is due to end to-day (Saturday, March 13) at Blackpool.

There were 240 entries and the competitors set out on Tuesday from two different starting-points: Blackpool or Hastings. It looks like being remembered as the best-organised car rally ever held in Britain.

One big new feature is the use of time-clocks at each control. Each competitor will "clock in" personally to ensure timing accuracy—and to prevent the unpleasant argument and bickering that often occurs on this subject in most rallies. For the same reason, red and green lights will be used to give the starting signal in the special tests which are another outstanding feature of the Rally.

There are a number of these tests, each calling for a great deal of skill on the part of the driver as well as making big demands on a car's manœuvrability and reliability.

By the time the surviving cars reach Blackpool for the finish to-day they will have travelled nearly 2,000 miles, mostly in the dark. Part of the route was secret until just before the competitors set out, and it provided a useful test of navigation and map-reading.

The two routes from Blackpool and Hastings converged at Blackpool on Thursday. From then on they have been following a common itinerary. All the cars are standard touring or sports cars and the Rally is one of the international events which count in the touring championship of Europe.

Two brothers—Messrs. E. W. and Gordon F. Peall—have presented the R.A.C. with a handsome cup for perpetual award to the annual winner of the Rally and it will be competed for this year for the first time. The cup was originally won—in 1892—by the donor's father, Mr. W. J. Peall, pioneer motorist and one of the earliest members of the R.A.C.

Talking of pioneer motorists . . . congratulations to Mr. Fred Bennett on his appointment as president of the Veteran Car Club of Great Britain; and congratulations to the club on having such a worthy veteran to succeed the inimitable Mr. Jimmy Allday.

Mr. Allday has had to resign owing to ill health after long service to the club in high office. He was its first chairman when the club was formed shortly after the R.A.C.'s first Commemoration Run to Brighton in 1930. He continued to serve as chairman for an unbroken period of nineteen years up to 1949 and has been president since 1950. Mr. Allday, who has left his mark on the motor trade, gained the M.B.E. for his war services. He has been made Life Patron of the V.C.C.

Mr. Bennett is another remarkable man. Last year, at the age of eighty, he repeated for the second time the performance which gained him top marks in the 1903 1,000-miles trial organised by the R.A.C. He was driving the first Cadillac brought to England from the U.S.—Mr. Bennett himself having been responsible for their introduction to this country.

He first successfully repeated his 1903 feat in 1913 under R.A.C. observation. He used the same car, as he also did last year, when his "second repeat" was observed by the V.C.C. Mr. Bennett was vice-chairman of the R.A.C. from 1947 to 1949, Master of the Worshipful Company of Coachmakers and Coach Harness Makers in 1950–51, and vice-president of the Society of Motor Manufacturers in 1928–29 and 1933–34.

The Veteran Car Club, whose annual Commemoration Run to Brighton creates more and more interest every year, now has more than 1,000 members, who between them have collected and restored over 800 cars.

One important result of the Chancellor's warning that he will be unable to reduce purchase tax in his 1954 Budget has been to produce quite a boom in used cars. There were many people who were hoping to buy new cars, but who realised they could afford to do so only if purchase tax were to be cut back from its present excessively high figure of 50 per cent.

As soon as they knew there was to be no relief they started looking for good used cars, and friends in the used-car trade tell me there is a definite shortage of "clean" second-hand cars of post-war manufacture. As usually happens when demand exceeds supply, the prices of used cars have been gradually rising since the Chancellor made his announcement.

Expert opinion says the shortage and the hardening of prices will continue until well after Easter—all things being equal. It has surprised many people to find second-hand cars so difficult to get, for new cars have been coming on to the home market in a flood.

It is estimated that some 300,000 new cars were sold in Britain in 1953 compared with 187,616 in 1952; 136,188 in 1951; 274,355 in 1938 (last uninterrupted year before the war) and 320,239 in 1937 (the record year).

THE NEW MERCÉDÈS-BENZ FORMULA I RACING CAR: Standing by the car, which is thought to be capable of speeds up to 180 m.p.h., is Karl Kling, one of the company's ace test drivers. This car, which has only recently been completed at a factory in Stuttgart, will be entered for international races this year. Although very few details have been released about the racing car, the designers have obviously been at pains to reduce wind resistance to the minimum possible. The low line of the body which contributes to this was only made possible by mounting the 2½-litre engine on its side.

LAND-ROVERS LOOKING FOR TROUBLE: Colonel A. P. Le Blanc is seen with two of the four Land-Rovers which he and a selected team of drivers will take on a tour of Europe and Africa. The purpose of the expedition is to find out more about the endurance qualities of this already proved vehicle. The tour will take the cars across the Sahara Desert and through the difficult parts of Central Africa.

It is now fairly easy to buy most makes of car "off the peg," but there are still quite long waiting-lists for a few of the more popular makes in the economy class. As export sales improve with the arrival of spring, other makes now freely available may at times be difficult to get; but generally speaking a buyers' market has definitely returned to Britain, with a consequent increase in politeness and good humour among car salesmen!

There have been so many rumours going around about the future of the Standard Motor Co. since Sir John Black resigned and Mr. Alick Dick took over that Mr. Dick took the opportunity, at a lunch of the Guild of Motoring Writers in Birmingham the other day, to reaffirm that it is the intention of his board to maintain complete independence of thought and action.

He was able to report at the same time that his organisation was currently producing 545 vehicles a day: 225 tractors, 200 Standard Eights, 100 Vanguards of all types and 20 Triumph Sports.

By next June Mr. Dick hopes the combined daily output will be over 600 a day. In fact, he hopes it will be sufficiently over the 600-mark to beat the Company's existing production record: a sustained average output of 603 units a day a few years ago.

There was also good news recently from another British car firm: Rovers, of Solihull. They were able to announce that so far they have exported £30,000,000-worth of Land-Rovers; that 90 per cent. of all Land-Rovers produced to-day are being sold abroad; and that these four-wheel-drive "maids of all work" are in use in the armies of twelve different countries and in eighteen foreign police forces.

It certainly is a remarkable vehicle, this Land-Rover. With a 4-cylinder, 2-litre engine it does 60 m.p.h. and 25 m.p.g., and in Britain costs £570. There is no purchase tax.

News of the Land-Rover's export achievements was given during a ceremony at which we wished "Bon voyage!" to a convoy of four Land-Rovers which, under the leadership of Colonel Andre Le Blanc, recently set out on a 25,000-miles expedition to Equatorial Africa. Mr. Geoffrey Lloyd-Dixon, who recently joined the Rover Co. as general sales manager, told us that it was definitely a "looking-for-trouble" expedition.

Colonel Le Blanc—wartime associate in Abyssinia of Major-General Orde Wingate—and his seven companions (two women and five men) expect to be away four months giving the Land-Rovers the most ruthless tests over the toughest country they can find. They want to prove the Land-Rover's built-in reliability and also find out in what ways it can be still further improved. During the four months for which the trip is scheduled each Land-Rover will be subjected to a degree of wear and tear which is normally spread over a whole "life" of these hard-working vehicles.

They are going by way of Marseilles over to Algiers; across the Sahara to Kano; over Central Africa to the Mau Mau country; up the side of the Suez Canal to Alexandria; over to Beirut; on to Bagdad; and then back through the Balkans. Some trip!

In the party is Miss Liliane Le Blanc, a Canadian nurse who is a niece of the expedition's leader and who flew over from Canada to join in the adventure and keep an eye on the team's health. The other woman is Miss Leila Shammas, Colonel Le Blanc's Turkish-born secretary. A brilliant linguist, she has been with the Colonel on some of his other amazing African journeys.

There is every sign that 1954 will be a record year for Continental touring by British motorists. For one thing, the travel allowance is now £50 for an adult and £35 for a child up to twelve years of age. Last year these allowances were only £40 and £30 respectively. And with prices on the Continent at their present high level—and still rising, it seems—that would not have gone very far in 1954. The increase in the car allowance from £20 to £25 will also help. So will the decision of the motoring organisations to reduce from £3 10s. to £3 the fee for their foreign touring service.

This fee covers the supply of Customs and other documents, port services at home and abroad, shipping reservations for passengers and vehicles, Continental routes, maps, publications giving information about hotels and garages and a breakdown service.

It now costs only £4 to take the smallest cars at owner's risk by sea from Dover to Boulogne, Ostend and Dunkirk; or from Newhaven to Dieppe. And Silver City Airways, whose car ferry services have been spectacularly successful, have introduced a mid-week discount which enables you to take a Morris Minor from Lympne to Calais for £6 1s. 6d. on Tuesdays, Wednesdays and Thursdays.

Bookings by the Automobile Association and the R.A.C. are both up on 1953. By the middle of February the A.A. had taken 8,000 bookings (including 1,225 by air) compared with 7,266 at the corresponding date last year. The R.A.C. figure was 4,887 compared with 4,863. Silver City estimate that they will carry half as many vehicles again as they did last year.

Let's finish on a technical note . . . The Sheffield firm of Toledo Woodhead Ltd. have produced what they call the "Ridemaster" spring control to give a variable suspension "rate" which increases in proportion to the load carried.

The "Ridemaster" consists primarily of an auxiliary coil spring which is fitted to a car's elliptic rear leaf springs in such a way that it operates in tension to augment the stiffness of the main springing as the leaves are deflected under load.

In simpler words, a car fitted with laminated rear springs bounces up and down more often with a light load than with a heavy load. The "Ridemaster" helps to control the springing in such a way as to give a regular rate of bounce whatever the load there is upon the springs.

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PRINCE BUU LOC ARRIVES AT ORLY

WELCOME TO PARIS FOR VIET-NAM'S PRIME MINISTER : Viet Namese residents in Paris greeted Prince Buu Loc (second from left) on his arrival to negotiate a new treaty defining Viet-Nam's place in the French Union. The Prime Minister said that he was sure that the treaty enshrining Viet Namese sovereignty would contribute greatly to the success of the Franco-Viet Namese efforts to drive the Communists out of Indo-China. He added that his country wanted to undertake a larger share of the military responsibilities and to develop its armed forces, thus enabling the relief of the French expeditionary force to be begun. Prince Buu Loc was accompanied to Paris by three Ministers and fourteen advisers.

MR. LYTTELTON MEETS A KENYA LEADER

MEETING IN KENYA : Mr. Oliver Lyttelton, the Colonial Secretary (left), is seen talking to Mr. Michael Blundell, leader of the European members of Kenya's Legislative Council. The Colonial Secretary's visit is in keeping with his policy of maintaining personal contact. Mr. Lyttelton has supported the use of "General China" as a go-between in the Kenya Government's attempt to end the Mau Mau war; Mr. Blundell, and many of the settlers' organisations, are bitterly opposed to it. Farmers at South Kinangop condemned it as "immoral," and forecast that it would have the "gravest possible effects on other Africans."

A MEDIEVAL FIND IN THE ABBEY

A DISCOVERY IN WESTMINSTER ABBEY : A fragment of a late medieval mural was found during recent cleaning work in the Abbey's St. Paul's Chapel. The mural was obscured by dirt; what is left of it appears to be the upper part of a painted frame with a pattern decoration like an arabesque. The fragment, which is about 10 ft. long and a foot high, is invisible from the ground. It is situated high up on the east wall, which is covered with eighteenth-century memorial tablets, and is immediately above the Cottington tomb in the Chapel. Under the present policy of systematically cleaning and preserving the interior stonework of the Abbey, many treasures have been brought to light in recent years. Several paintings, obscured by thick layers of grime and dirt, and sometimes hidden behind eighteenth-century monuments, have been revealed.

THREE OFFICERS EMBARK ON ADVENTURE

BY ROAD FROM LONDON TO COLOMBO : Three regular Royal Artillery officers recently set out from Chelsea in a six-year-old Austin car to take up their new postings in Korea. Seen here, from left to right, they are: Captain Humphrey Crossman, of Berwick, Northumberland; Major Alan Faith, of Whixley, Yorkshire, and Major J. R. S. Elmsley, of Salisbury, Wiltshire. All are being posted to the Far East for two years and plan to get there by road to Colombo, where they will sell the car and take a ship to Japan. They prefer this adventurous and probably uncomfortable journey to the comforts of travelling by troopship. Their route will take them through France, Italy, Yugoslavia, Greece, Turkey, Syria, Iraq, Persia, and India.

THE FESTIVAL HALL'S NEW ORGAN

LONDON'S NEWEST ORGAN : This organ, built by Harrison and Harrison, of Durham, has 7,000 pipes, ranging in length from 32 ft. down to a few inches; it cost £51,500 to build. It will be heard for the first time at a concert given before the Queen Mother on March 24, when the London Philharmonic Orchestra will play under Sir Adrian Boult. The programme will consist mainly of organ works played by Ralph Downes, the organ consultant to the Festival Hall, and the blind French organist, André Marchal. Marchal will improvise on a theme of Sir George Dyson which, as there is no Braille printing of it, will first be hummed to him by his secretary. When the Festival Hall, as nearly acoustically perfect as any hall in the world, was built, allowances were made for the organ. A folding screen will cover the organ pipes when it is not in use.

A TRANSPORT SQUADRON WINS A STANDARD

A SQUADRON STANDARD CONSECRATED : In 1943 the late King announced that Royal Air Force squadrons which had been in existence for twenty-five years would be eligible for their own standards. Recently Air Marshal Sir Charles Guest, Air Officer Commanding Transport Command, presented one to 24 (Commonwealth) Squadron, the first transport squadron to receive a standard. Formed in 1915, 24 Squadron was the one with which King George VI and the Duke of Windsor learned to fly. At Abingdon R.A.F. Station the Assistant Chaplain-in-Chief, the Rev. F. W. Cocks, consecrated the standard. Air Marshal Guest is seen on the right.

The World of Books—By VERNON FANE

BATTLES AGAINST DESPERATE ODDS

"Few Soldiers in History Can Claim to Have Done More . . ." than the Australian Independent Companies in Timor—A Story of Devotion to Duty

EPIC is a word that has been over-used and misused, but there is no other word which so well fits the exploits of the 2/2 and 2/4 Australian Independent Companies in Timor during the war. There were 327 of them, officers and men, and they took on a Japanese force of 21,000 Japanese. In the thirteen months of this extraordinary guerilla campaign the casualties to the Australians were forty men; to the Japanese 1,500. Lieut.-Colonel Bernard Callinan, D.S.O., M.C., who was eventually commanding officer of the force, has written the story in INDEPENDENT COMPANY (Heinemann. 18s.), and it deserves to rank with the greatest of war stories, among the epics, I repeat, of battles against desperate odds.

Timor is half-Portuguese and half-Dutch, and lies 500 miles north-west of Australia, a position of vital importance in 1942 when the Japanese were surging across the Pacific. Fortunately for the Australians, there were helpful and courageous Portuguese civilians to be found, even though their aid sometimes meant torture and death at the hands of the Japanese, and in the case of the natives, some of these attached themselves to the Australians as orderlies, and showed themselves both loyal and devoted, while the majority were prepared to give their allegiance to the side that looked most like winning. As for the orderlies, or *criados*, theirs is a splendid record.

It would be easy to write at far greater length about these amazing soldiers and their handful of allies, and about the many separate instances of heroic disregard of hardship, pain and fear. Instead, I suggest that you read the book yourselves, and I think you may agree with Mr. Nevil Shute, who, in an introductory chapter, writes: "Few soldiers in history can claim to have done more . . ."

SKIS AGAINST THE ATOM (Kimber. 15s.) is the story of a different kind of exploit, a double event in sabotage, which changed the course of the war, and which was undertaken by a brave little group of Norwegians, trained in England by the Special Operations Executive, and parachuted into their own country in 1943. There they dynamited the Germans' heavy water plant and succeeded in the next year in blowing up the ship carrying the Germans' whole supply of the stuff. That was the end of any German hopes of getting an atom bomb ready before the Allies and, as we now know, was to alter the direction of history. Captain Knut Haukelid, who was the leader of the assault party, tells the story himself with the same forthrightness and lack of irrelevance that characterised the planning of his wartime exploits, and the book has been translated by F. H. Lyon.

THE SEVEN MEN OF SPANDAU (W. H. Allen. 16s.) is a report on the prison existence of Hess, von Shirach, von Neurath, Raeder, Funk, Doenitz and Speer, and has been made by Mr. Jack Fishman, who spent a year on the necessary research and travelled for thousands of miles through Germany interviewing the wives and relations of the prisoners. Two things occur to me about this book: one, that these men are living under far more humane conditions than they ever judged necessary for others, and two, that reading their names to a seventeen-year-old the other day, I found that he recognised only Hess, and that because of some faint memory of his flight to Scotland during the war.

"THE STORY OF THE KIND LITTLE BOY"—A BOOK PUBLISHED IN AMERICA OVER 100 YEARS AGO: This is one of the many valuable books which were on show at a London bookshop during an exhibition opened by the United States Ambassador, Mr. Winthrop Aldrich. The book seen above was published by the American Sunday School Union. Many of the books on show, which were valued at £20,000, were brought from American universities.

The mystery of Shakespeare's youth has always provided the most exciting subject for literary research and detection, and the latest move, as well as the latest clues, have been provided by two erudite sleuths, Mr. Alan Keen and Mr. Roger Lubbock. It seems that in 1940 Mr. Keen bought a copy of the fourth issue of *Halle's Chronicle* at the sale of a library. It was wrapped up and had apparently not been opened since an earlier and untraceable sale. On examination it proved to have no fewer than 400 marginal notes, made by an early student near the time of the book's publication in 1550.

During the past twelve or fourteen years Mr. Keen, who is a bookseller, has been trying to trace the writer of these thousands of words. The search itself, and the theory evolved as a result of it—that the student was the young Shakespeare in the days before he came to London—are described in THE ANNOTATOR (Putnam. 21s.). A fascinating, scholarly book, *not* recommended for Baconians.

THE ENGLISH EPIC AND ITS BACKGROUND (Chatto and Windus. 25s.) is, by its nature, concerned occasionally with Shakespeare but, in the main, with such figures as Langland, Spenser, Bunyan, Sir Philip Sidney, Milton, Pope and Gibbon. Dr. E. M. W. Tillyard, who is Master of Jesus College, Cambridge, writes principally for scholars and for those who, in Shakespeare's words, deal with a "bookish theoric." His present book is immensely wide in its embrace, and on these pages one can find references and often quotations from authors and poets as diverse as Huxley and Homer, and Latin, Greek and early English texts. Dr. Tillyard's erudition is immense and one should be grateful that his talents include the use of a lucid explanatory style.

Sometimes I have thought, ungratefully, that one could enjoy an author's works far more if one had not met the author himself, but that misanthropic opinion often and very properly is contradicted by coming to know something personal and intimate about one of the writers one most admires. For instance, I suppose I have read *Madame Bovary* as often and as carefully as the generality, but a book that I have read this week really compels me to re-read not only that great novel, but *L'Education Sentimentale*. SELECTED LETTERS OF GUSTAVE FLAUBERT (Hamish Hamilton. 18s.), edited and translated by Mr. Francis Steegmuller, are almost literally entrancing, and it is difficult to see how anyone could pick up this book, read only a page or two, and put it down again.

Flaubert's method of working, his interminable search for a single word that would express his thought exactly, his friendships, his horror of publicity, possessiveness and emotional scenes, his passion for analysis that was as often used on himself as on his characters, his infinite kindness to his family and to the young, as instanced by Guy de Maupassant; all this is revealed on page after page of this admirable collection, as well as the details of his physical appearance—"it depresses me," he wrote to a friend—his few love-affairs, his domestic habits, his affection for his home near Rouen, all this is wonderful stuff, simply because we learn it from the man himself.

"The three finest things in creation," he wrote, "are the sea, *Hamlet* and Mozart's *Don Giovanni*," but there was also room in his life for long correspondences and rare meetings with those long-term friends for whom he felt not only affection, but very real admiration. And what a spectacular set they were. "Our good Turgenev is expected in Paris by the end of March," he writes to George Sand, and adds: "It would be nice if the three of us could dine together." Or again, in a letter to de Maupassant: "I don't yet know what day Goncourt, Zola, Alphonse Daudet and Charpentier are coming to lunch." A wonderful book.

Among the novels there is one by Miss Mary Mitchell, who once wrote *A Warning to Wantons*, and in her latest book has written of a small Australian town in the years immediately after the war. PROOF OF VICTORY (Methuen. 12s. 6d.) is the story of two young sisters, told against the background of a country place where everybody knows everybody else, observes their actions, and speculates on the motives for them. In fact, except for the differences of climate and, here and there, of occupation, this might have been set in any country community the world over, because it is primarily about people and, as the homespun philosopher said, folks is always folks.

Miss Hebe Elsna has taken the subject of Dickens and the women in his life as the subject for her novel, with special reference to his wife, her sister and the young Ellen Ternan, who was his last love. CONSIDER THESE WOMEN (Robert Hale. 9s. 6d.) is a [illegible] told tale of Dickens' domestic and emotional [illegible] and it is extremely readable, with a strong and kindly bias in favour of the wife.

A PASSAGE IN THE NIGHT (Macdonald, 15s.) is Mr. Sholem Asch's new novel about an American millionaire who has built his fortune up to an impressive figure by middle age, after a childhood spent in the most abject poverty. Although he appears to accept his family's current standard of living and standard of thinking, he is secretly preoccupied by his early religious training and by a shameful memory. Psychiatrists try to help him with their clever probing, but in the end it is to the wisdom of the rabbis that the old Grossman turns, and that saves him from a final decline into insanity. Sincerely felt but heavily told.

This week's two essays in the fiction of crime are Mr. John Gloag's oddly-named SLOW (Cassell. 10s. 6d.), which is, in fact, a fast-paced thriller about the selling of scientific secrets to foreign Powers, and which is soundly and well constructed; and THE LADY PREFERS MURDER (Hammond. 9s. 6d.), by H. A. Wrenn, which runs a sensational gamut from tigers to diamonds, is reasonably exciting and has at least one new metaphor in that a girl is described as being "as fresh and delectable as a slice of lemon at half-time."

AN ARNOLD ANTHOLOGY

His Poetry and Prose in a New Volume

"Posterity, alarmed at the way in which its literary baggage grows upon it, always seeks to leave behind it as much as it can, as much as it dares—everything but masterpieces." Those words were written by Matthew Arnold in his essay on George Sand, and just as he asserted that the immense vibration of George Sand's voice upon the ear of Europe would not soon die away, so may we say the same of him. There is so much of Matthew Arnold's work that we simply cannot leave behind, both in poetry and prose, and John Bryson, in his anthology MATTHEW ARNOLD (Rupert Hart-Davis, The Reynard Library. 26s.), has given us a selection of nearly 800 pages that is not a page too long. As Mr. Bryson so rightly says in his introduction, Arnold has never enjoyed the popular appeal of his great contemporaries, but his verse has withstood change of taste and fashion better than much of theirs. That was only part of his varied achievement, however, and Mr. Bryson shows that as an essayist he had much of the quality of St. Beuve, an equal crystal clarity of style, and more than that, an ability to move men's hearts and minds. The special virtue of this massive volume is that it enables us to see Arnold in all his range, with all the glory of the lyric poems (that comparatively brief out-pouring of poetic genius), and much else besides, of which so many of us would doubtless have remained in ignorance.

Corsica perhaps; Sardinia no. That has been the verdict of most modern tourists; for distrust of Sardinia and its malarial fevers goes back to the days of Cicero who, writing 2,000 years ago, warned his brother Quintus of the dangers of living in the Sardinian port of Olbia, even in winter. The last few years have seen a complete change in this Mediterranean isle; for malaria, which the Sards call *intemperie*, has been swept away by American aid and research. Marshes have been drained, hills reforested, and every house bears the D.D.T. spray date. The consequences of these changes have been enormous, and to-day Sardinia takes on a new vitality. Alan Ross, whose work as a travel-writer has already won acclaim, surveys the island in his new and curiously titled book, THE BANDIT ON THE BILLIARD TABLE (Derek Verschoyle. 25s.). This is certainly no ordinary travel book, and its erudite author is well content to drift backwards and forwards in time as fancy dictates, looking at one moment on the bandit country of to-day, at another upon the anchorages of the Nelsonian squadrons, and dwelling repeatedly upon the Napoleonic tradition which lingers on in this part of the Mediterranean. Some excellent photographs by Costa adorn this happily planned volume.

Carveth Wells, professional explorer and leader of scientific expeditions, calls his new book THE ROAD TO SHALIMAR (Robert Hale. 18s.). It is the story of how he went to Kashmir (for long a cherished dream of his), taking a devious path through England, Scandinavia and Arctic Lapland, rather in the manner of Chesterton's Road to Bannockburn. Mr. Wells is a conversational writer with a flair for making friends, both on his travels and with his readers. He gives a lively account of how he hired a houseboat on the Dal Lake and lived in style on two dollars a day amid some of the world's most sublime scenery. On the Dal Lake Mr. Wells and his wife bought flowers at a few pence the boatload, vegetables were brought to their door in the same way, and their cook took a personal joy in serving elegant little dinners from the galley of H.M.S. *Pinafore*, which was the name of their houseboat. Interspersed between all this inexpensive good living, Mr. and Mrs. Wells sought to probe some of the problems besetting Kashmir to-day, and the result is a most entertaining, if occasionally rather naïve, travelogue.

Under the editorship of L. G. G. Ramsey, *The Connoisseur* has compiled a useful new volume in THE CONCISE ENCYCLOPEDIA OF ANTIQUES (Connoisseur. 42s.). Here is an invaluable counsellor and friend alike for the expert and the would-be collector. It is designed essentially for the very large number of people who are to-day interested in antiques. The volume is divided into sections, with articles and notes on Furniture (Oak, Walnut, Mahogany and American), English Glass, Ceramics, Pewter, Silver, Jewellery, Clocks and Watches, Arms and Armour, Book Collecting, Needlework and Embroidery, Oriental Carpets and Rugs, Portrait Miniatures, Old English Drawings and Prints, Old English Watercolours, and European Painting. The illustrations are excellent, and the most inviting jacket is calculated to bestir the collector to new feats of acquisition.

Since 1946 Britain has helped spread news of herself abroad by means of a worthy publication entitled BRITAIN: AN OFFICIAL HANDBOOK (Stationery Office. 10s.). This must be in general appearance one of the dullest and most official looking books of its kind in the world, but it serves an essential purpose, and is well indexed. The workings of central government and local government, the operation of the laws, financial, industrial, trade and social welfare matters, are all clearly and factually presented. Coloured maps would certainly be an advantage, and would also relieve the sameness of 300 pages of close-set type.

Air Power at Sea

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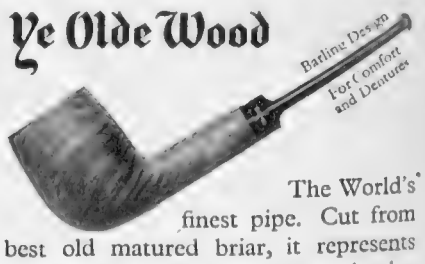

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More cars suffer from pre-ignition "rough running" due to combustion-chamber deposits than their owners ever realise. I·C·A entirely eliminates this fault. (This, of course, is why we invited motorists to try the two-tankful test.)

Will Shell with I·C·A give your engine more power and more miles per gallon?
Pre-ignition—which the majority of car owners do not realise is happening — and spark plug fouling both cause loss of power. Shell with I·C·A makes good this loss, so it enables your engine to give its maximum power. Similarly by eliminating this loss of power you will get more miles per gallon.

Will Shell with I·C·A help a new engine?
A new engine is protected from the start by I·C·A from pre-ignition and plug shorts.

Will Shell with I·C·A help an old engine?
Yes. I·C·A has already restored lost zest to many high-mileage cars.

Can you safely go back to an ordinary petrol?
Yes, but you will rapidly lose the unique conditioning effects of I·C·A. Unconditioned deposits will build up again, and you are liable to get pre-ignition and plug fouling.

Will Shell with I·C·A react with additives in other fuel or lubricants?
No. I·C·A will not "clash" with any additives in commercial use today.

What effect will Shell with I·C·A have on plug life?
I·C·A cannot stop deposits forming on plugs — nothing can — but it can and does make them harmless.

Will Shell with I·C·A mean less frequent de-carbonisation?
One of the effects I·C·A has on the deposits in your cylinders is to make then softer and fluffier. This means that the engine itself blows them out of the exhaust more easily. Eventually, of course, you will need a top overhaul, but you can now go longer before you do.

Is there a better petrol on the market?
You cannot buy a better petrol than Shell at any price. Most of the reasons are here. If you have any other particular questions you would like answered, write to Technical Department, Shell-Mex House, London, W.C.2.

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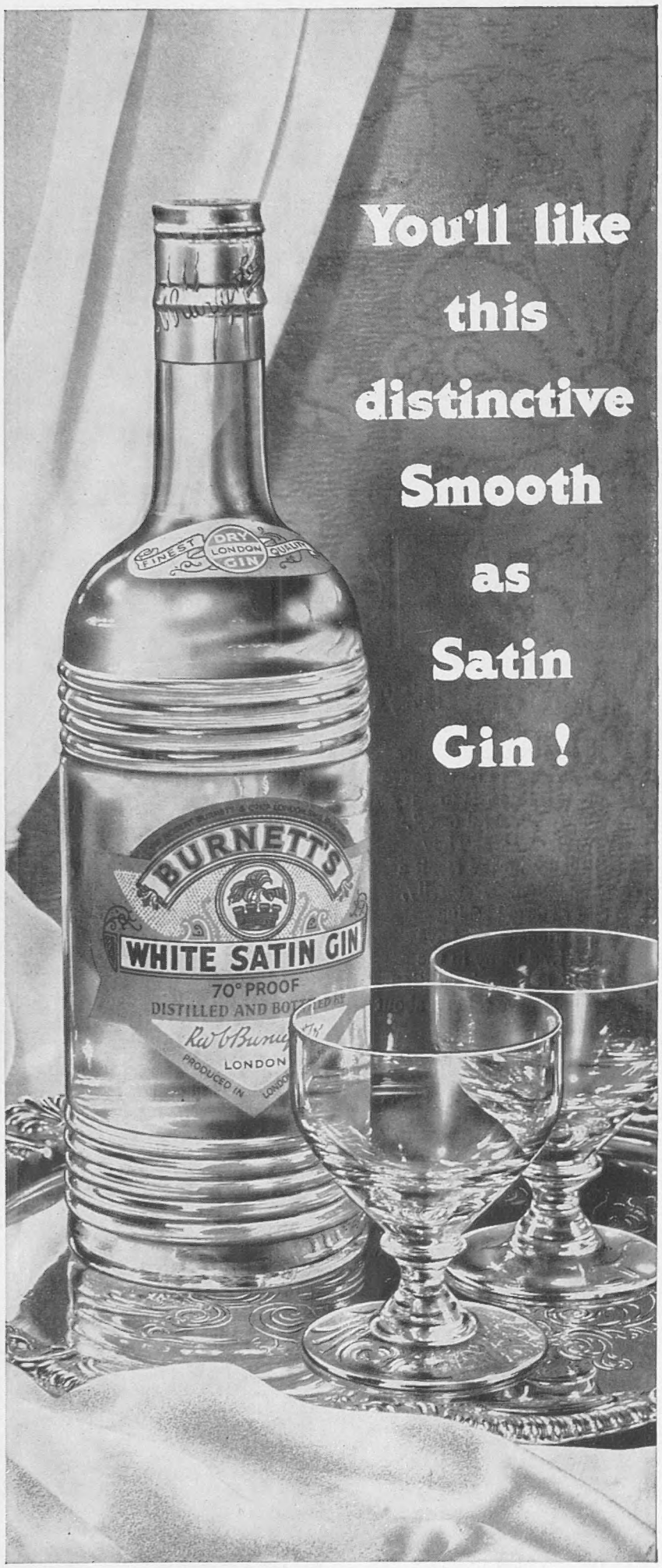
Try the two-tankful test



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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him, c/o The Editor, The Sphere, *Ingram House,* 195-198, *Strand, London, W.C.2.*

"OH! What a snug little Island." Can one explain the fascination of being surrounded by water? From childhood days, when we built castles on the sands and awaited the incoming tide, we relished in being lord of all we surveyed. Throughout the years there has been a sense of expectancy and excitement in crossing water. To some it may have created a sense of apprehension and acted as a deterrent, though now that distance and time have been diminished by air travel, island holidays are becoming increasingly popular.

The smallest island I know of with a first-class hotel, is Burgh Island, off the South Devon coast. To reach it one takes a train to Plymouth or by road make for Bigbury-on-Sea. There, but 400 yards from the mainland, seemingly cut off completely at high tide, is a holiday base of enchantment. To reach it a sea tractor, as it is called, transports the guest and his luggage to the hotel, and thus one's dream holiday begins. Burgh Island Hotel comprises some forty bedrooms, twenty-one with private bathrooms, and many with balconies. Two spacious lounges (one the Ganges Room, was made from the stern of the top deck of H.M.S. *Ganges*, the last sailing ship to serve the Royal Navy). A sunken garden, a natural swimming pool replenished at each tide, and as a complete contrast, the fourteenth-century Pilchard Inn, a haunt of one-time smugglers, which stands but a pistol shot from the hotel. Apart from a first-class cuisine, a resident dance orchestra, tennis courts, billiards room, golf at Bigbury, sea and sunbathing, this 30-acre island has great fascination for the lover of wild flowers, bird life and scenery. Owing to the dangerous nature of some of the cliff face, it is not a suitable hotel for young children.

The Island of Sark is a continent by comparison with Burgh Island, for it measures 3½ miles long by 1½ miles broad. How fascinating you will find it in its feudality, its rich farm land, its rugged coast and its remoteness from the outside world. To reach it, the good ship *Commodore* sails there daily, weather permitting, from St. Peter Port, Guernsey, or one can cross by speed-boat. The best time to visit Sark is in the early spring, before the holiday season reaches its fullness. Stocks and the Dixcart are the two principal hotels, but such are their popularity in season, that some will prefer the greater seclusion of Little Sark, which is connected to the main island by a narrow bridge, La Coupée: 300 ft. below is the sea—an awe-inspiring sight. In Little Sark there is a sixteenth-century inn, La Sablonnerie, where mine host George Hawes ably provides for one's comfort and pleasure. Open only from April to October, this little gem is complete with modern comfort and old-world charm. For the most part it is booked up for the entire length of its season, so if you are interested, lose no time in enquiring. An excellent find is this island inn for all who seek peace, beauty and catering far removed from the ordinary.

The islands of Jersey and Guernsey have a good deal to thank the development of air transport for their present popularity. To reach these islands during the holiday periods, prior reservation of travel tickets by sea or air is essential. Hotels will be for the most part already full during the high season, though for those who are prepared to chance their luck in picking up a cancelled booking I can heartily recommend in Jersey St. Brelade's Bay Hotel and Hotel L'Horizon, both facing full south and on the edge of a mile stretch of broad, clean sand. In St. Helier, Bay View Hotel, two minutes only from the West Park Pavilion. Or for those who are content with something *petite*, The Bretagne Private Hotel and Restaurant Chez Lisette, where those who recall Madame Horsfall at Grève de Lecq will look no further for superb French cooking.

Then for those who would appreciate an English country-house atmosphere in a semi-continental environment, La Chaire, a 32-bedroomed hotel at Rozel Bay will appeal.

Guernsey has not such a wide selection of large and small hotels as Jersey, yet there are many who prefer Grenezey, meaning "Green Isle," as it was once called.

For those who have a leaning towards Guernsey, I recommend, amongst others, La Collinette Hotel, on the outskirts of St. Peter Port, which, though it only has twelve bedrooms, makes up in quality for its lack of quantity. Overlooking Fermain Bay is the 22-bedroomed La Favorita, and at Petit Bot is situated the 40-bedroomed Manor Hotel.

Here, as elsewhere, it is essential to book early and preferably fore and aft of the high tide of holiday invasion.

The tendency of all of us is to look southward for an island holiday. To some extent this is a myth, for a study of the meteorological records will show that there are times when the climate of Stornoway in the Hebrides is milder than Sidmouth in South Devon, and Douglas, Isle of Man, is often far warmer than the Kentish coast at Dover.

Strange as it may seem, the climate of the Isle of Man compares favourably with the Channel Islands, and provided, as in Jersey, you take your holiday in the Isle of Man at a period free from motor racing, beauty competitions, and the like, the "Man Island," as it was once called, can be quite enchanting. Three hotels I can suggest for an Isle of Man holiday. In Douglas itself, Fort Anne, a solid Regency building, which under the capable management of Mr. H. Cahn, is now one of the foremost hotels in the island. Open all the year round, and centrally heated, there is no reason why, if you seek an island holiday, you should not fly there to-morrow.

Then there is Castletown Golf Links Hotel—almost an island on an island, for the sea flows on three sides and an 18-hole golf course occupies the fourth. Golf, naturally, is the pre-eminent occupation, but a sea swimming pool with Lido, two hard tennis courts, sailing and sea-fishing all contribute to the holiday fare. And, finally, there is the unique charm of the Arragan Hotel at Santon. Part of a 750-acre estate, the Arragan offers the luxury of a country house and the amenities of a first-class hotel.

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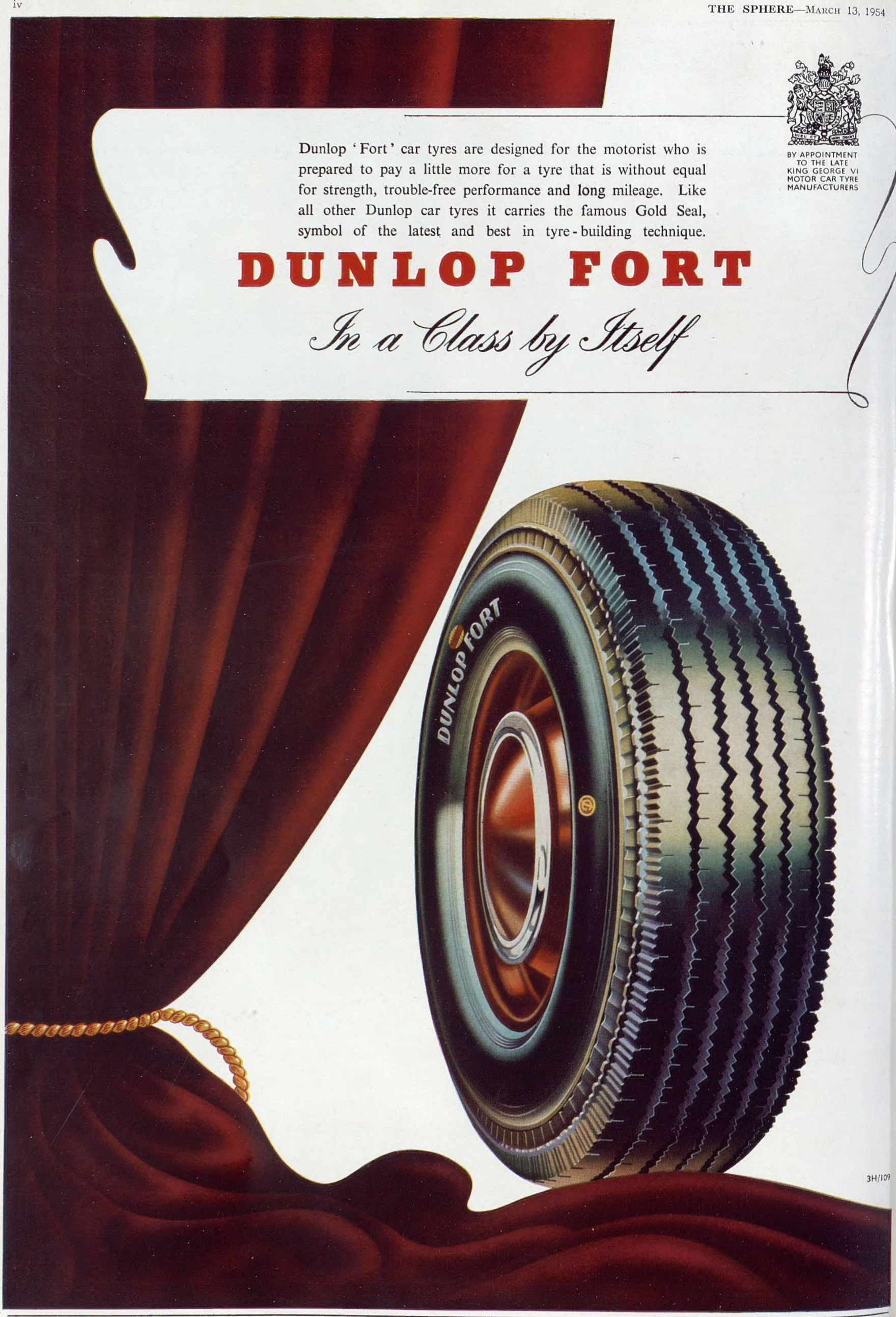

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